

1917

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RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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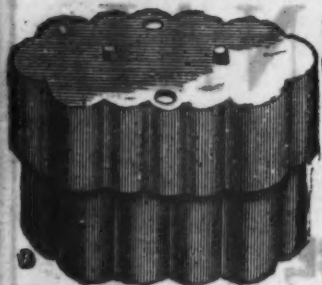
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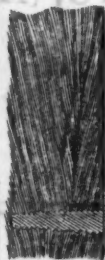
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American Railroad Journal.

New York Saturday, January 2, 1869.

Elizabethtown and Paducah Railroad.

We learn from the President of this road, who has been in this city for several days past, that fifty-two miles of the road have been placed under contract, from Elizabethtown, through Hardin and Grayson, to the border of Ohio County, and that the balance of the distance to Green River (thirty-five miles, we believe,) will be put under contract as soon as possible. We also learn from Colonel Thomas that he is prepared and will as soon as possible let the contracts for getting out and cutting the stone for the bridges over the Tennessee, the Cumberland and Green Rivers, the building of which he hopes to be able to complete in two years. These bridges are to be built of iron and stone, and are to be of the most complete and substantial character—to be built to last for all time. The exact point at which these bridges will be placed on the three rivers has not yet been determined. That over the Tennessee will probably be below the mouth of Clark's River, or below the "Narrows." At which point it will be depends upon the point at which the road will cross Cumberland River, which will not probably be determined until Spring. There are four routes under consideration between Princeton and Cumberland River, and the route selected will be determined by distance, cheapness of construction, the amount of business which will be furnished to the road and the most money which will be subscribed on the road on either route. The Dycusburg precinct, in Crittenden County, will probably be given an opportunity to vote \$100,000, and Livingston County will proba-

bly be given another chance to vote \$250,000. Birmingham precinct, in Marshall County, will probably be given a chance to vote \$50,000, and the people along the several lines will very likely be asked to show the interest they have in the road passing through their vicinity by the subscription of money or lands. Whoever may be the route selected, it will be a great thing for the whole country, and especially for that portion of the country immediately on its line.—*Paducah (Ky.) Herald, Dec. 15.*

Mississippi Valley Railroad.

The building of this road, which would have been completed ere this but for our late trouble with the general government, and which awakened so much interest in our city in 1860, is again being agitated. Vicksburg and Yazoo City are now contending for the terminus. In 1860 the principal rivals were Jackson and Canton. By a resolution of the Board of Mayor and Aldermen, which was ratified by a large majority of the voters, Jackson subscribed \$200,000 of stock, and bid fair thereby to gain the prize. If it was worth so much when Mississippi was entirely an agricultural State, is it not more worthy of an attempt to gain this key to the richest portion of our State when we are upon the dawning, as we hope, of the day when our State will also be a manufacturing one? Of the importance of this measure it is unnecessary for us to speak. Any one will see of what advantage it will be to the place at which it may terminate when it is known that it will run from Memphis through the valley of Mississippi. To the people who reside in the valley its completion is an end devoutly to be wished. Mississippi needs this railroad. Her people have felt the need of it ever since the advantages of railroads have been fully understood and appreciated. It will open that part of our State to the outside world and invite immigration. It is approved by both Memphis and Mississippi and its building will be the achievement of a great purpose. Vicksburg sees this. Yazoo City sees it. Would it not be well for Jackson to revive her energies, which have been for some time dormant, and again enter the contest for the terminus of this road, which is destined to be one of the most valuable in the State? Who will set the ball in motion.—*Jackson (Miss.) Clarion.*

The new bridge spanning the Mississippi River, between Dunleith and Dubuque, was completed on the 21st of December. Its entire length is 1,760 feet, and consists of four spans of 225 feet each and two of 250 feet each and a draw of 360 feet in length. The entire bridge is composed of iron and masonry, and cost, with the approaches, \$900,000.

Cheraw and Salisbury Railroad.

A letter received in Charleston yesterday from Major D. B. Townsend, the President of the Cheraw and Coalfields Railroad, contains some interesting information in regard to the recent operations of this company. The old Cheraw and Coalfields Railroad was, it will be remembered, superseded by the Chatham Railroad, incorporated at the last session of the Legislatures of North and South Carolina. This determined the direction of the Coalfields Railroad to alter their original route and make Salisbury, on the North Carolina Railroad, the objective point, so as to connect Charleston and the interior with the lines of railroad leading westward from that point. Applications were accordingly made to the two States for the requisite amendments to the charter, which, if obtained, were to be submitted to the stockholders for their acceptance and ratification. The Legislature of our own State promptly made the proposed alteration, and we have now the intelligence that the Legislature of North Carolina has also granted the modifications which were required. We presume, therefore, that the stockholders of the Cheraw and Coalfields Railroad will be called together at some early day to ratify the amended charter and to consider the ways and means of pushing forward their important work.—*Charleston News, Dec. 18.*

Railroads in the United States.

The development of the railroad systems of the United States in the year 1868, has been more rapid than in any former year. Nominally we have an increase of 3,450.37 miles, and in the cost an increase in the immense sum of \$193,245,232 over the figures given by us as the totals of the previous year. Much of this aggregate is due directly to the progress made in building the Pacific Railroads, and indirectly to the impetus the near approach of their completion has given to railroad building throughout the country, but more especially in the States between the Mississippi and Missouri Rivers, and also in California. There is little doubt also, but that our figures for 1868 did not include many miles of railroad that were brought into use in the last part of the year 1867, the facts not having come to our notice in time for their entrance. Deducting these, or in other words, adding them to the figures for 1868, we may safely assume that 3,000 miles have been built in the year just passed. The apparent increase in cost is excessive, but it must be remembered that very large amounts have been added

to the construction accounts of pre-existing railroads, and in many instances the nominal cost of roads has been largely increased by the operation of consolidations and re-organizations. Our figures, however, do not include issues of stock without cost, as in the Erie case, but are as near correct as reference to the latest official reports, or close estimate can make them. Of the total given above, probably \$150,000,000 has been added for the 8,000 miles of new road, which considering the expensive character of the Pacific lines is not too large an estimate, being but an average of \$50,000 a mile, while the Pacific roads are not built for less than an average of \$80,000 per mile. Large amounts are also lying dormant on roads in progress and not yet finished. The following shows the distribution of mileage and cost to the several States and Territories:

	Miles of road—		Cost of road and equipment.
	Total.	Open.	
Maine	944.19	559.67	\$19,789,521
New Hampshire	783.72	668.72	21,975,319
Vermont	648.59	608.59	24,847,149
Massachusetts	1,587.36	1,425.43	68,345,521
Rhode Island	121.47	121.47	5,006,665
Connecticut	782.66	641.23	23,064,859
New York	4,459.58	3,328.87	182,538,123
New Jersey	984.75	972.75	69,770,243
Pennsylvania	4,937.72	4,397.74	256,772,257
Delaware & E. Maryland	362.90	242.94	7,483,596
Maryland (other than above)	654.95	457.45	28,520,899
West Virginia	605.85	364.75	22,404,100
Virginia	1,909.88	1,464.27	47,540,038
North Carolina	1,617.79	1,096.67	25,687,414
South Carolina	1,338.17	1,076.17	25,181,600
Georgia	1,977.60	1,574.60	31,369,075
Florida	613.20	440.20	9,294,000
Alabama	1,604.90	952.60	28,511,726
Mississippi	900.20	900.20	24,545,308
Louisiana	837.30	370.50	14,321,201
Texas	1,837.50	513.00	14,406,000
Arkansas	687.00	86.00	4,211,000
Tennessee	1,760.63	1,435.63	48,018,916
Kentucky	1,118.95	812.65	28,799,285
Ohio	4,053.44	3,351.97	169,014,101
Michigan	2,044.26	1,199.26	44,549,043
Indiana	3,246.10	2,600.10	104,229,226
Illinois	4,561.95	3,439.95	156,958,102
Wisconsin	1,773.60	1,234.60	48,469,301
Minnesota	1,758.00	571.50	18,460,000
Iowa	3,082.90	1,522.90	61,332,000
Nebraska	449.00	420.00	21,000,000
Wyoming Ter.	560.00	510.00	41,800,000
Missouri	1,387.09	1,353.80	64,014,458
Kansas	1,123.00	648.00	30,840,000
Colorado	350.00	.....	350,000
Utah Ter.	305.00	105.00	9,400,000
Nevada	390.00	320.00	25,600,000
California	2,091.50	468.50	30,336,000
Oregon	2,019.50	19.50	500,000

Total Jan. 1, '69, 62,917.10 42,272.18 1,853,706,041

RECAPITULATION BY SECTIONS.

6. North Eastern States	4,812.99	4,020.11	\$162,529,034
6. Middle E. S. 12,008.65	9,764.50	567,489,218	
5. South E. S. 7,456.64	5,651.91	139,022,127	
7. Gulf & S'th Int. States	9,046.48	5,070.58	157,813,431
11. North Interior States, &c.	24,439.34	16,852.08	760,666,231
5. Western S., &c.	5,156.00	913.00	66,186,000

Aggregate Jan.

1, 1869 62,917.10 42,272.18 1,853,706,041

In these tables, it is here proper to state, the Union Pacific Railroad is assumed to have been completed to the Great Salt Lake 1,035 miles,

and the Central Pacific of California a length of 458 miles. These distances were expected to be reached by January 1, 1869. The length of the Central Branch is set down at 120 miles, and that of the Eastern Division at 405 miles, those being the distances last reported. Should the actual result of the year be more or less, the proper allowances must be made by deduction or addition as the fact may require.

The following compares the aggregates as given by us for January 1, 1868 and 1869:

Jan. 1.	Miles of road.		Cost of road and equipment
	Total.	Open.	
1868	54,556.85	38,821.81	\$1,660,460,809
1869	62,917.10	42,272.18	1,853,706,041
Inc. last yr.	8,360.25	3,450.37	\$193,245,232

In the following table we show the cost of road per mile in each of the States—in the first column giving all the cost to the completed portion and in the second column the cost less deductions estimated to belong to the portions of roads in progress and not yet completed, expressed in an intermediate column by a per centage on the gross figures of the first column:

States, &c.	Gross Cost.	Deduct p. cent.	Actual Cost.
Maine	\$35,259	5	\$33,592
New Hampshire.....	32,862	0	32,862
Vermont.....	40,337	0	40,337
Massachusetts.....	47,947	0	47,947
Rhode Island.....	41,217	0	41,217
Connecticut.....	35,969	0	35,969
New York.....	54,834	5	52,093
New Jersey.....	71,724	2½	69,931
Pennsylvania.....	58,337	10	52,549
Delaware and M'd.....	21,818	5	19,637
Maryland (other).....	62,409	5	59,288
West Virginia.....	61,381	0	61,381
Virginia.....	32,472	0	32,472
North Carolina.....	23,416	0	23,416
South Carolina.....	23,359	0	23,359
Georgia.....	19,916	0	19,916
Florida.....	21,123	0	21,123
Alabama.....	29,918	5	27,922
Mississippi.....	27,272	0	27,272
Louisiana.....	38,602	10	34,742
Texas.....	28,082	1	27,802
Arkansas.....	48,999	20	39,211
Tennessee.....	29,999	0	29,999
Kentucky.....	35,485	5	33,711
Ohio.....	50,422	5	47,901
Michigan.....	37,124	10	33,412
Indiana.....	40,089	10	36,080
Illinois.....	45,627	10	41,061
Wisconsin.....	39,246	5	37,284
Minnesota.....	32,272	0	32,272
Iowa.....	40,270	10	36,243
Nebraska.....	50,000	0	50,000
Wyoming Ter.....	81,961	0	80,000
Missouri.....	47,271	10	42,544
Kansas.....	47,599	10	42,840
Colorado.....	.....	..	.....
Utah Ter.....	89,528	11	80,000
Nevada.....	80,000	0	80,000
California.....	64,682	10	58,214
Oregon.....	25,641	0	25,541

RECAPITULATION BY SECTIONS.

6. Northwest'n States	\$40,430	1	\$40,027
6. Middle East'n St'tes	58,217	5	55,306
5. S. Eastern States	24,597	0	24,597
7. Gulf & S. Interior S.	31,121	1	30,810
11. N. Interior St'tes &c.	45,128	5	42,881
5. Western States &c.	72,499	5	68,875
Aggregate	\$43,849	5	\$41,658

The annual progress of railroad building since in 1827 the commencement was made in the construction of the Granite Railroad at Quincy, Mass.,

to the present time, is shown in the following table:

Year.	Miles.	Year.	Miles.
1828	8	1849	6,350
1829	28	1850	7,475
1830	41	1851	8,589
1831	54	1852	11,027
1832	131	1853	13,497
1833	576	1854	15,672
1834	762	1855	17,398
1835	918	1856	19,251
1836	1,102	1857	22,625
1837	1,421	1858	25,090
1838	1,843	1859	26,755
1839	1,920	1860	28,771
1840	2,197	1861	30,593
1841	3,319	1862	31,769
1842	3,877	1863	32,471
1843	4,174	1864	33,860
1844	4,311	1865	34,442
1845	4,522	1866	35,351
1846	4,870	1867	36,896
1847	5,336	1868	38,822
1848	5,682	1869	42,272

City Passenger Railroads are not included in the above summary. These are now in general use in all considerable cities and in numerous instances in places where population is less dense. Their economical bearings are fully recognized and their popularity is increasing. Boston, New York, Brooklyn and Philadelphia count their street railroad tracks by hundreds of miles. Probably the total is not less than 2,000 to 2,500 miles.

Nor have we included in our statement any account of the second tracks with which most of the leading lines are supplied, nor the sidings and turnouts on all the lines. These may be estimated at 25 or 30 per cent. of the length of road, and are being added to yearly. Adding these supplementary tracks to the tabulated mileage we find that the total length of equivalent single track in use is from 52,500 to 55,000 miles, and if we add to this the equivalent for the city passenger tracks to nearly 60,000 miles. It is now forty years since we began to build railroads and in that time we have built a greater length than is to be found in the whole of Europe. Progress leads but to new demands and new enterprises.

Hoosac Tunnel.

The contract between the Commonwealth and Messrs. Walter & Francis Shanly for the completion of the Hoosac Tunnel was signed yesterday. By the terms of this instrument the contractors agree to complete the tunnel and lay down four and three quarter miles of substantial railway track through it, rated at \$14,000 per mile, for \$4,592,000. They agree to begin operations at once with energy, and by the 1st day of May next, to deepen the central shaft fourteen inches per day, and to advance from the east and west faces 250 feet per month. They engage to carry down the central shaft to the base of the tunnel by May 1, 1870, and thereafter to advance from four faces the full sized tunnel at the rate of 4,900 feet per year. At this rate of progress they would complete the enterprise in less than four years, but, as a safeguard against all casualties, they are allowed a year more for the completion. They expect, however, to finish the undertaking two years within the time prescribed by statute. The contractors give security in \$500,000 for the completion of the work on the terms prescribed, by stipulating that they will call for no money until the State engineer certifies that the work done at less than average rates shall exceed \$500,000. They also agree that twenty per cent. of the remuneration for the work done shall be reserved and paid on completion of the undertaking.—*Boston Adv., Dec. 25.*

Albany and Susquehanna Railroad.

We have received a copy of the report of this company for the fiscal year ending September 30, 1868. At the commencement of the year, the line was in use to Bainbridge, 108 miles from Albany, (to which point it was completed on the 10th of July, 1867,) and the grading was nearly completed to Afton, a further distance of 6 miles. The line was laid to the latter point, 114 miles, and regular trains commenced running, on the 11th of November, and to Harpersville, 120 miles, on the 25th of December, 1867. The whole length of road laid at the date of the present report November 25, 1868, was 125 miles. Length of double track, including sidings, 11.15 miles. Weight of rail per yard, 56 lbs. The company had 17 locomotives, 15 passenger, 182 freight, 7 baggage, mail and express, and 113 gravel and other service cars. The whole length of main line from Albany to Binghamton, will be 140 miles, to which point it was expected to have it completed by the 24th of December, ult.

The receipts from operations of this road for the years ending September 30, 1866, 1867 and 1868, have been as follows:

	1866. 98.5 miles.	1867. 108 miles.	1868. 120 miles.
From passengers	\$171,554 74	\$196,920 06	\$208,822 10
" freight	154,540 82	217,668 14	248,991 33
" express	50,492 15	56,979 43	65,061 81
" mail	5,959 17	7,747 75	8,826 02
" miscellaneous	2,652 48	4,912 81	4,121 38
	\$385,198 86	\$494,228 19	\$535,822 64

Expenses, viz:

Maintaining road bed	\$57,718 87	\$80,163 55	\$93,659 95
Repairs of machinery	18,013 46	37,528 65	38,622 10
Operating the road	120,002 04	146,321 50	175,721 80
	\$195,734 37	\$264,013 70	\$308,003 85

Earnings less expenses	\$189,464 49	\$220,214 49	\$227,818 79
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PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses	\$195,734 37	\$264,013 70	\$308,003 85
For interest	159,112 03	174,467 95	174,467 95
For U. S. tax	9,462 71	5,387 75	6,069 92
To payments to surplus, unds	180,001 78	55,714 71	47,280 92

Total as above	\$385,198 86	\$484,228 19	\$535,822 64
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COST OF ROAD AND EQUIPMENT.

	1866.	1867.	1868.
For graduation and masonry	\$1,621,752 76	\$1,835,976 36	\$2,168,101 87
Bridges	132,456 79	164,023 84	218,916 49
Superstructure, includ'g iron	1,126,097 99	1,409,313 73	1,700,694 73
Passenger & freight stations, buildings and fixtures	135,247 17	183,550 08	230,954 08
Telegraph line	10,589 25	12,077 72	13,007 30
Engine and car houses, machine shops, machinery &c.	63,170 60	94,287 84	105,314 58
Land, land damages & fences	512,439 54	533,442 99	553,086 04
Locomotives and fixtures &c.	170,326 89	231,601 21	261,243 51
Passenger and baggage cars	62,684 01	63,161 92	83,790 05
Freight and other cars	110,087 34	143,082 68	202,823 81
Engineering	175,934 88	186,701 91	201,340 88
Contingents	90,672 18	113,607 22	131,445 58
Interest and discount	447,232 08	445,102 08	521,737 02
	\$4,628,691 48	\$5,415,929 58	\$6,387,455 94

STOCK AND DEBTS.

	1866.	1867.	1868.
Capital stock	\$1,675,138 70	\$1,774,824 35	\$1,861,393 13
Funded debt	2,114,000 00	2,486,000 00	2,802,000 00
Floating debt	19,643 28	239,767 53	560,000 00
Totals	\$3,808,781 93	\$4,500,591 88	\$5,223,393 13

DOINGS DURING THE YEAR.

Total miles run	191,672	191,639	327,101
Passengers carried one mile	5,860,553	6,872,741	7,081,364
Tons of freight carried one mile	2,310,397	3,590,619	4,250,199

President.—JOSEPH H. RAMSEY.

Vice President.—JONATHAN R. HERRICK.

Directors.—Joseph H. Ramsey, Jacob Leonard, William A. Rice, Jeremiah J. Austin, Jonathan R. Herrick, Charles R. Courter, John Westover, John Cook, Azro Chase, David Wilber, Eliakim R. Ford, Samuel North, Ira E. Sherman, Alonzo Everts.

Secretary and Treasurer.—WM. L. M. PHELPS.

Engineer.—CHARLES W. WENTZ.

Superintendent.—JOHN W. VAN VALKENBURGH.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1869.

(Not including City Passenger Railroads.)

STATE OF MAINE.

Corporate Titles of Companies.	Length in Miles.	Cost of Road and Equipm't.
Total.	Completed.	
1. Androscoggin	26.50	26.50 } \$860,000
Lewiston Branch	5.00	5.00 }
2. Atlantic and St. Lawrence (N. H. & Vt.) ..	79.00	79.00 }
Branch	1.50	1.50 }
3. Bangor, Oldtown and Milford	13.00	13.00 }
4. Bangor and Piscataquis (project)	40.00	.....
5. Belfast and Moosehead Lake (building) ..	34.50	.....
Boston and Maine (N. H. & Mass.)	1.26	1.26 }
6. Calais and Baring	6.00	6.00 }
Branches	5.50	5.50 }
7. Dexter and Newport (opened Aug. '68) ..	16.00	16.00 }
8. European and North American (building) ..	90.72	13.00 }
9. Knox and Lincoln (surveyed)	46.50	.....
10. Leeds and Farmington (leased to Androscog.)	36.50	36.50 }
11. Lewy's Island	16.50	16.50 }
12. Machiasport	7.50	7.50 }
13. Maine Central	137.81	109.81 }
14. Portland and Kennebec	63.00	63.00 }
Bath Branch	9.50	9.50 }
15. Portland and Ogdensburg (project)	56.00	.....
16. Portland and Oxford Central	28.50	21.50 }
17. Portland and Rochester	52.00	34.60 }
18. Portland and Rutland (project)	48.00	.....
19. Portland, Saco and Portsmouth	53.50	53.50 }
Portsmouth, Great Falls and Conway (N. H.)	3.50	3.50 }
20. Somerset (project)	29.40	.....
21. Somerset and Kennebec	37.00	37.00 }
Total	944.19	559.67 }

STATE OF NEW HAMPSHIRE.

	Length in Miles.	Cost of Road and Equipm't.
Total.	Completed.	
1. Ashuelot	23.76	23.76 }
Atlantic and St. Lawrence (Maine & Vt.) ..	54.00	54.00 }
2. Boston, Concord and Montreal	93.54	93.54 }
Boston and Maine (Mass. & Maine.)	37.22	37.22 }
Great Falls Branch	2.95	2.95 }
3. Cheshire (Mass.)	43.65	43.65 }
4. Concord	34.53	34.53 }
5. Concord and Claremont	27.16	27.16 }
6. Contoocook River	14.64	14.64 }
7. Dover and Winnepiseogee	28.50	28.50 }
8. Eastern	16.55	16.55 }
Fitchburg (Mason Branch, Mass.)	9.36	9.36 }
9. Manchester and Lawrence	23.28	23.28 }
10. Manchester and North Weare	19.43	19.43 }
11. Mount Washington	2.75	2.75 }
Nashua and Lowell (Mass.)	6.22	6.22 }
12. Nashua and Rochester (project)	42.00	.....
13. New Hampshire Central (project)	38.00	.....
14. Northern New Hampshire	69.20	69.20 }
Bristol Branch	13.00	13.00 }
15. Portland and Ogdensburg (project) .....	.....	.....
16. Portsmouth and Concord	59.00	59.00 }
17. Portsmouth, Great Falls and Conway (Me.)	22.50	22.50 }
18. Sugar River (project)	20.00	.....
19. Sullivan	24.70	24.70 }
20. Suncook Valley (project)	15.00	.....
21. White Mountains	20.78	20.78 }
22. Wilton	15.43	15.43 }
Worcester and Nashua (Mass.)	6.57	6.57 }
Total	783.72	668.72 }

STATE OF VERMONT.

	Length in Miles.	Cost of Road and Equipm't.
Total.	Completed.	
Atlantic and St. Lawrence (Me. & N. H.) ..	16.00	16.00 }
1. Bennington and Rutland	54.00	54.00 }
Bennington Branch	5.00	5.00 }
2. Connecticut and Passumpsic Rivers	110.30	110.30 }
Grand Trunk of Canada	16.50	16.50 }
Lebanon Springs (Mass. & N. Y.)	10.00	10.00 }
3. Montpelier and Wells River (building) ..	40.00	.....
4. Portland and Ogdensburg (project) .....	.....	.....
Rensselaer and Saratoga (New York)	35.00	35.00 }
Rutland Branch	7.00	7.00 }
5. Rutland (late R. and Burlington)	119.60	119.60 }
6. Southern Vermont	8.00	8.00 }
7. Vermont and Canada	47.00	47.00 }
Burlington Branch	8.50	8.50 }
Swanton Branch	10.00	10.00 }
8. Vermont Central	117.00	117.00 }
Montpelier Branch	2.00	2.00 }
Vermont and Massachusetts (Mass.)	10.50	10.50 }
9. Vermont Valley	23.69	23.69 }
10. Woodstock	13.00	13.00 }
Total	647.59	603.59 }

STATE OF MASSACHUSETTS.				Corporate Titles of Companies.				Length in Miles.		Cost of Road and Equipm't.	
Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.		Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equipm't.	
		Total.	Completed.					Total.	Completed.		
1. Berkshire	21.14	21.14		\$600,000		Boston, Hartford and Erie (Mass.)	26.00			\$520,000	
2. Boston and Albany (New York)	162.64	162.64				1. Connecticut Western (project)	65.87			65,870	
Brookline Branch	1.55	1.55				2. Danbury and Norfolk	24.00	24.00		427,282	
Newton Lower Falls Branch	1.25	1.25				3. Fairhaven and Westville	6.00	6.00		150,000	
Saxonville Branch	3.85	3.85		15,065,269		4. Hartford and New Haven (Mass.)	55.51	55.51			
Milford Branch	11.97	11.97				Middletown Branch	10.75	10.75		3,201,257	
Framingham Branch	2.06	2.06				New Britain and Middletown	2.47	2.47			
Millbury Branch	3.07	3.07				Hartford Branch	0.87	0.87			
3. Boston, Clinton and Fitchburg	28.97	28.97		940,278		5. Hartford, Providence & Fishkill (R. I., N. Y.)	133.00	95.94		3,801,517	
4. Boston, Hartford and Erie	107.50	70.00				6. Hartford and Wethersfield	9.00	9.00		210,000	
Woonsocket Division	38.50	38.50		5,000,000		7. Housatonic	74.00	74.00		2,105,558	
Mechanicsville to Willimantic (Conn.)	26.00					8. Naugatuck	57.00	57.00		1,690,395	
5. Boston and Lowell	26.76	26.76		2,653,599		9. New England and Erie (N. Y.)					
Woburn Branch	1.86	1.86				10. New Haven and Derby	12.50				
6. Boston and Maine (N. H. & Me.)	32.83	32.83				11. New Haven and Northampton (Mass.)	68.04	68.04			
Medford Branch	2.33	2.33		2,365,971		Collinsville Branch	8.00	8.00		1,727,272	
Methuen Branch (leased to M. & L.)	3.61	3.61				Tariffville Branch	1.75	1.75			
7. Boston and Providence	47.00	47.00		3,360,000		12. New London Northern (Mass.)	55.09	55.09		772,539	
Branches	7.07	7.07				13. New York and New Haven (N. Y.)	48.11	48.11		5,366,448	
8. Cape Cod	46.01	46.01				Branch connection at New Haven	3.00	3.00			
Wareham Branch	1.04	1.04		1,031,625		New York, Providence and Boston (R. I.)	18.00	18.00		745,520	
9. Cape Cod Central	18.80	18.80		337,648		14. Norwich and Worcester (Mass.)	41.65	41.65		1,915,001	
Cheshire (N. H.)	10.00	10.00		501,270		Allyn's Point Branch	7.00	7.00			
10. Connecticut River	50.00	50.00		1,936,971		15. Rockville	5.50	5.50		175,000	
Chicopee Branch	3.35	3.35				16. Shore Line (N. Hav. and N. Lond.)	50.00	50.00		691,200	
11. Danvers	9.20	9.20		244,456		Total	782.66	641.23		\$23,064,859	
12. Dorchester and Milton	3.26	3.26		136,373		STATE OF NEW YORK.					
13. Eastern	44.10	44.10				1. Adirondack	182.00	25.00		\$2,079,058	
Marblehead Branch	3.50	3.50				2. Albany and Susquehanna	140.00	140.00		6,000,000	
Gloucester Branch	13.50	13.50		5,238,610		Atlantic and Great Western (Penn. & Ohio)	49.14	49.14		6,903,718	
Salisbury Branch	3.41	3.41				3. Avon, Genesee and Mount Morris	15.50	15.50		216,664	
Saugus Branch	10.10	10.10				4. Blossburg and Corning	15.64	15.64		582,346	
Lawrence Branch	19.87	19.87				Boston and Albany (Albany & West St'kb'ge)	38.00	38.00		2,411,056	
14. Easton Branch	3.78	3.78		56,144		Hudson City Branch	17.33	17.33		216,036	
15. Fall River, Warren and Providence (R. I.)	3.66	3.66		206,680		5. Buffalo, Bradford and Pittsburg (Pa.)	9.00	9.00		992,079	
16. Fitchburg	50.93	50.93		3,446,400		6. Buffalo, Corry and Pittsburg (Pa.)	36.70	36.70		950,139	
Watertown Branch	7.85	7.85				7. Buffalo and Erie (part in Pa.)	68.34	68.34		3,977,607	
Sterling Branch	9.00	9.00				8. Buffalo, New York and Erie	142.00	142.00		3,396,008	
Marlboro' Branch	3.90	3.90				9. Buffalo and Southern (Pa.)	90.00				
Mason Branch (N. H.)	12.39	12.39				10. Buffalo and Washington (Pa.)	85.00	50.00		1,114,046	
17. Fitchburg and Worcester	13.99	13.99		333,800		11. Cayuga and Susquehanna	34.61	34.61		589,110	
Hanover Branch	7.00	7.00		150,000		12. Chemung (3 rails)	17.36	17.36		400,000	
18. Hartford and New Haven	5.87	5.87		265,028		Coopertown Branch of Albany & Susq. R.R.	16.00	16.00		320,000	
19. Horn Pond Branch	0.66	0.66		15,248		13. Dutchess and Columbia Counties	63.00			630,000	
Lebanon Springs (N. Y. & Vt.)	20.00	20.00		600,000		14. Elmira, Jefferson and Canandaigua	46.84	46.84		500,000	
20. Lexington and Arlington	6.64	6.64		258,708		Elmira and Williamsport (Pa.)	9.00	9.00		302,400	
21. Lowell and Lawrence	12.35	12.35		363,158		15. Erie Railway (Pa.)	403.75	403.75			
22. Middleboro' and Taunton	8.54	8.54		152,839		Union (Ramapo)	0.25	0.25			
23. Milford and Woonsocket (project)						Newburg Branch	19.00	19.00		47,319,000	
24. Nashua and Lowell (N. H.)	8.35	8.35		443,923		Buffalo Branch	60.00	60.00			
25. New Bedford and Taunton	20.13	20.13		500,000		16. Erie and Genesee Valley (project)					
Harbor Branch	1.46	1.46				17. Goshen and Deckertown (project)					
Fairhaven Branch	15.11	15.11		234,660		Hartford, Providence & Fishkill (in progress)	41.00	41.00		410,000	
26. Newburyport	14.58	14.58		597,386		18. Hicksville and Cold Spring	4.00	4.00		45,262	
Danvers and Georgetown Line	12.39	12.39				19. Hudson River (double track)	144.00	144.00		17,505,037	
New Haven and Northampton (Ct.)	24.96	24.96		577,205		20. Hudson River West Shore (project)					
Williamsburg Extension	8.00	8.00		205,932		21. Kingston and Rondout	3.35	3.35		75,000	
New London Northern (Ct.)	44.91	44.91		629,728		22. Lake Ontario Shore (projected)	140.00				
Norwich and Worcester (Ct.)	17.75	17.75		698,693		23. Lebanon Springs (Mass. & Vt.)	22.50	22.50		675,000	
27. Old Colony and Newport (R. I.)	113.18	113.18		6,676,040		24. Long Island	94.00	94.00			
Branches	10.50	10.50				Jamaica to East New York	6.50	6.50			
28. Pittsfield and North Adams	18.65	18.65		443,678		Hempstead Branch	2.50	2.50		4,206,820	
29. Providence and Worcester (R. I.)	25.41	25.41		1,071,140		Glen Cove, Roslyn and Mineola	6.50	6.50			
Branch	1.00	1.00				Northport Branch	4.50	4.50			
30. Rockford	3.60	3.60		91,667		24. Middleburg and Schoharie	4.00	4.00		100,000	
31. Salem and Lowell	16.88	16.88		464,013		25. Middletown, Unionville and Water Gap	13.00	13.00		500,000	
32. Sheffield (building)	5.38					New England and Erie (Conn.)					
33. South Reading	8.15	8.15		299,846		26. Montgomery and Erie	10.26	10.26		276,521	
Branch	0.22	0.22				27. New York Central	297.75	297.75			
34. South Shore	11.50	11.50		501,592		Troy and Schenectady	21.00	21.00			
35. Stockbridge and Pittsfield	21.93	21.93		448,700		Schenectady and Athens	37.87	37.87			
36. Stoneham	2.38	2.38		66,375		Syracuse, Auburn and Rochester	104.00	104.00			
37. Stony Brook	13.16	13.16		267,383		Batavia and Attica	11.00	11.00		36,594,405	
38. Stoughton Branch	4.04	4.04		110,253		Rochester and Suspension Br.	74.75	74.75			
39. Taunton Branch	11.10	11.10		250,000		Lockport and Tonawanda	12.25	12.25			
Taunton River Branch	0.68	0.68				Rochester and Charlotte	6.88	6.88			
40. Troy and Greenfield (tunnel)	42.55	37.50		3,750,000		Buffalo and Lewiston	28.25	28.25			
41. Vermont and Massachusetts (Vt.)	58.83	58.83		2,995,756		28. New York and Flushing	8.00	8.00		345,000	
Greenfield Branch	8.00	8.00				29. New York and Harlem	130.75	130.75		12,055,382	
42. West Stockbridge	2.75	2.75		39,600		Port Morris Branch	2.12	2.12			
43. Williamsburg and North Adams (building)	38.00			380,000		30. New York, Housatonic & Northern (build'g)	39.75	5.00		345,000	
44. Worcester and Nashua (N. H.)	39.12	39.12		1,341,876		New York and New Haven (Conn.)	14.14	14.14		1,677,032	
Total	1,537.36	1,425.43		\$68,345,521		31. New York and Oswego Midland (building)	240.00			240,000	
STATE OF RHODE ISLAND.						32. Niagara Bridge and Canandaigua	98.46	98.46		1,000,000	
Fall River, Warren and Bristol (Mass.)		2.13	2.13	\$120,279		Tonawanda Branch	1.63	1.63			
Hartford, Providence and Fishkill (Ct.)		26.42	26.42	903,349		33. North Shore (L. I.)	12.00	6.25		296,749	
1. New York, Providence and Boston (Ct.)		44.00	44.00	1,822,480		34. Ogdensburg and Lake Champlain	118.00	118.00		5,071,900	
Old Colony and Newport (Mass.)		17.32	17.32	944,439		Branches	4.00	4.00			
2. Providence, Warren and Bristol		13.60	13.60	484,729		35. Oswego and Rome	28.53	28.53		925,999	
Providence and Worcester (Mass.)		18.00	18.00	731,389		36. Oswego and Syracuse (3 rails)	36.29	36.29		1,300,775	
Total		121.47	121.47	\$5,006,665		37. Plattsburg and Montreal	23.17	23.17		349,778	

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equip'm't.	Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equip'm't.
	Total.	Completed.			Total.	Completed.	
38. Rensselaer and Saratoga.....	25.22	25.22		Buffalo and Erie (N.Y.).....	19.50	19.50	\$1,132,326
Saratoga and Schenectady.....	21.00	21.00		Buffalo and Southern (N.Y.).....	35.00		
Albany and Vermont.....	12.00	12.00		Buffalo and Washington (N.Y.).....	25.00		
Saratoga and Whitehall and branch.....	47.52	47.52	\$3,149,120	6. Catasauqua and Fogelsville.....	36.50	20.00	
Rutland and Whitehall & branch (in Vt.).....				Breingsville Branch.....	2.70	2.70	621,861
Troy, Salem and Rutland (Vt.).....	27.00	27.00		7. Catawissa.....	65.00	65.00	3,634,000
39. Rochester City and Brighton.....	9.50	9.50	268,060	Summit Branch.....	2.50	2.50	
40. Rochester and Genesee Valley.....	18.45	18.45	656,026	8. Chartiers Valley.....	22.50		225,000
41. Rome, Watertown and Ogdensburg.....	141.13	141.13		9. Chester Valley.....	21.50	21.50	1,371,900
Potsdam Branch.....	24.28	24.28	4,000,724	10. Chestnut Hill.....	4.13	4.13	120,650
Cape Vincent Branch.....	24.24	24.24		Cleveland, Painesville and Ashtabula (O.).....	25.53	25.53	1,301,086
42. Rondout and Oswego (project).....	85.00		8,500	Cleveland and Pittsburg (O.).....	15.00	15.00	697,366
43. Schoharie Valley.....	4.38	4.38	81,482	11. Colebrookdale (building).....			
43½ Southern Central (project).....	99.50		12,860	12. Columbia and Port Deposit (building).....	45.00	10.00	250,000
44. South Side (L. I.).....	55.00	55.00	2,000,000	13. Connecting (Phila.).....	6.78	6.78	2,000,036
45. Staten Island.....	13.00	13.00	354,132	14. Connellysville and Southern (project).....			
46. Sterling Mountain.....	7.60	7.60	495,106	15. Cumberland Valley (Md.).....	68.00	68.00	1,554,171
47. Syracuse, Binghamton and N. Y.....	81.00	81.00	3,182,459	16. Danville, Hazleton and Wilkesbarre (build'g).....	38.00		
48. Troy and Bennington.....	5.38	5.38	240,000	17. Delaware and Hudson Canal Co's. R. R.....	32.00	32.00	2,154,474
49. Troy and Boston.....	34.91	34.91	2,277,344	18. Delaware, Lackawanna and Western.....	110.70	110.70	12,884,405
50. Troy and Greenbush (double).....	6.00	6.00	294,908	Keyser Valley Branch.....	2.80	2.80	
51. Troy Union and Depot.....	2.14	2.14	762,238	19. East Brandywine and Waynesburg.....	17.50	17.50	259,800
52. Utica and Black River.....	86.25	34.94	952,732	20. East Mahanoy.....	7.54	7.54	392,550
Trenton Falls Branch.....	2.14	2.14		21. East Pennsylvania.....	36.55	36.55	1,861,664
53. Utica, Chenango and Susquehanna Valley.....	82.00	43.50	1,000,000	Temple Branch.....	1.67	1.67	
54. Wallkill Valley (in progress).....	21.90		21,900	22. Ebensburg and Cresson.....	10.65	10.65	213,000
55. Warwick Valley.....	10.33	10.33	172,576	23. Elmira and Williamsport (N. Y.).....	69.00	69.00	2,317,680
56. Waverly and State Line.....	0.25	0.25	5,288	24. Enterprise (building).....	22.00	8.00	200,000
57. Whitehall and Plattsburg (building).....	90.00		90,000	Erie Railway (N. Y.).....	42.00	42.00	4,200,000
	4,459.58	3,332.87	\$182,538,123	25. Erie and Pittsburg.....	81.60	81.60	2,760,529
				Erie Harbor Branch.....	2.00	2.00	
STATE OF NEW JERSEY.				26. Fayette County.....	12.66	12.66	130,000
1. Belvidere Delaware.....	67.00	67.00	\$3,673,040	27. Gettysburg.....	17.12	17.12	313,000
2. Camden and Amboy.....	61.28	61.28		28. Hanover Branch.....	12.20	12.20	233,710
Trenton Branch.....	6.19	6.19	10,099,001	29. Harrisburg and Lancaster.....	36.00	36.00	1,882,550
Trenton and Dean's Pond.....	17.00	17.00		Columbia Branch.....	18.00	18.00	
New Brunswick Line.....	26.11	26.11		30. Hazleton.....	14.67	14.67	
3. Camden and Atlantic.....	60.23	60.23	2,137,423	Ashburton Branch.....	3.43	3.43	1,765,000
4. Camden and Burlington County.....	23.00	23.00	694,487	Mount Hall Branch.....	0.59	0.59	
Burlington County.....	7.13	7.13	701,034	Clifton Branch.....	3.68	3.68	
5. Cape May and Millville.....	41.00	41.00		31. Hempfield (W. Va.).....	67.00	23.00	1,477,799
6. Central of New Jersey.....	74.00	74.00	15,571,021	32. Huntingdon and Broad Top Mountain.....	44.00	44.00	2,192,814
Extra (wide) Track.....	59.00	59.00		Branches.....	14.75	14.75	
7. Deckertown and State Line (building).....				33. Ironton.....	9.60	9.60	268,000
8. Flemington.....	12.00	12.00	375,660	Branch.....	1.25	1.25	
9. Freehold and Farmingdale (project).....				34. Ironton and Hamburg (project).....	18.25		
10. Freehold and Jamesburg Agricultural.....	11.50	11.50	230,258	35. Jamestown and Franklin.....	43.25	43.25	1,629,846
11. Freehold and Squankum (projected).....				Coal Branch.....	1.50	1.50	
12. Hackensack and New York.....	4.88	4.88	178,016	36. Junction (Phila.).....	4.63	4.63	891,251
Lodi Branch (private).....	0.78	0.78	20,000	37. Lackawanna.....	9.10	9.10	200,000
13. Hibernia Mine.....	3.50	3.50	40,250	38. Lackawanna and Bloomsburg.....	80.00	80.00	3,753,130
14. Jersey City and Bergen Point.....	10.00	10.00	300,000	Pittston Branch.....	2.00	2.00	
15. Long Branch and Sea Shore.....	9.00	9.00	182,680	39. Lawrence (part in Ohio).....	10.00	10.00	200,000
16. Long Dock and Tunnel (Erie).....	2.88	2.88	2,880,000	39½ Lebanon and Pinegrove.....	22.00		
17. Millstone and New Brunswick.....	6.63	6.63	113,014	Lehigh and Delaware Water Gap (merged in Lehigh and Susq. R. R.).....			
18. Millville and Glassboro.....	22.30	22.30	490,366	40. Lehigh and Lackawanna.....	36.00	15.00	575,000
19. Morris and Essex.....	84.00	84.00	10,463,608	41. Lehigh Luzerne.....	9.50	9.50	
Boonton Branch.....	5.00	5.00		Eckley Branch.....	16.50	16.50	479,089
20. Newark and Bloomfield.....	6.00	6.00	118,031	Lehigh and Mahanoy (merged in Lehigh Valley).....			
21. Newark and New York.....	6.00	6.00	1,000,000	42. Lehigh and Susquehanna.....	91.00	91.00	
22. New Jersey.....	33.80	33.80	7,339,114	Nanticoke Branch.....	25.00	25.00	
23. Northern New Jersey (N. Y.).....	21.27	21.27	495,044	Nesquebec Branch.....	8.75	8.75	11,206,766
24. Ogden Mine.....	10.00	10.00	450,000	Back Track.....	13.00	13.00	
25. Orange and Newark.....	17.00	17.00	680,148	Mine Laterals.....	30.00	30.00	
26. Paterson and Hudson (Erie).....	14.50	14.50	630,000	43. Lehigh Valley.....	101.00	101.00	
27. Paterson and Newark (Erie).....	11.50	11.50	1,000,000	Black Creek and Mt. Carmel.....	42.62	42.62	14,867,142
28. Paterson and Ramapo (Erie).....	15.12	15.12	350,000	Penn Haven and Audenried.....	17.56	17.56	
29. Pemberton and Hightstown.....	26.00	26.00	600,000	44. Little Saw Mill Run.....	3.00	3.00	91,011
30. Pequest and Wallkill (building).....	12.00		120,000	45. Little Schuylkill.....	28.25	28.25	1,466,662
31. Perth Amboy and Woodbridge.....	7.00	7.00	214,581	Branches (Panther and Wabash).....	3.00	3.00	
32. Raritan and Delaware Bay.....	73.80	73.80		46. Littlestown.....	7.25	7.25	76,000
Long Branch.....	5.00	5.00	4,098,592	47. Lorberry Creek.....	5.50	5.50	
Tom's River Branch.....	3.50	3.50		Panther Head Branch.....	1.00	1.00	82,050
33. Rocky Hill.....	3.60	3.60	45,069	48. Locust Gap.....	4.88	4.88	100,000
34. Salem.....	16.00	16.00	278,328	Lykens Valley (now Summit Branch).....			
35. South Branch.....	16.00	16.00	438,300	49. McCauley Mountain.....	5.25	5.25	160,500
36. Sussex.....	12.00	12.00	397,699	50. McKean and Elk (project).....	25.20		
37. Vincentown.....	4.50	4.50	45,257	51. Mahanoy and Broad Mountain.....	12.25	12.25	1,897,202
38. Warren.....	18.25	18.25	2,069,060	Branches.....	19.00	19.00	
39. West Jersey.....	37.50	37.50	1,259,172	52. Middle Creek (building).....	47.67		
Total.....	984.75	972.75	\$69,770,243	53. Mifflin and Centre Counties.....	12.50	12.50	380,000
				54. Mill Creek.....	15.03	15.03	300,000
STATE OF PENNSYLVANIA.				55. Mill Creek and Mine Hill.....	4.09	4.09	323,375
1. Allegheny Valley.....	176.41	132.00	\$6,000,000	Extension and Branches.....	12.70	12.70	
2. Atlantic & Great Western (part in N.Y. & O.).....	92.16	92.16	17,277,918	56. Mine Hill and Schuylkill Haven.....	24.50	24.50	3,775,000
Oil City Branch.....	33.20	33.20		Extension and Branches.....	110.50	110.50	
3. Bald Eagle Creek.....	51.19	51.19	1,050,000	57. Monongahela Valley (project).....			
Bellefonte Branch.....	2.00	2.00	1,164,800	58. Mount Carbon.....	6.26	6.26	203,260
4. Barclay Coal.....	16.00	16.00	440,599	Branches.....	6.80	6.80	
5. Bellefonte and Snow Shoe.....	21.00	21.00	1,873,921	59. Mount Carbon and Port Carbon.....	2.50	2.50	282,350
Branch.....	1.50	1.50	169,935	Branches.....	6.50	6.50	
Buffalo, Bradford and Pittsburg (N.Y.).....	17.00	17.00		Nanticoke (merged in Lehigh and Susq.).....			
Buffalo, Corry and Pittsburg (N.Y.).....	6.50	6.50		60. Nesquehoning Valley (building).....	13.10		36,117
				61. Newcastle and Beaver Valley.....	14.92	14.92	408,533
				62. New York and Middle Coal Fields (project'd).....			

Corporate Titles of Companies.	Length of Miles.		Cost of Road and Equipm't.	Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.
	Total.	Completed.			Total.	Completed.	
Northern Central (part in Md.)	98.00	98.00	\$8,035,000	Columbia and Port Deposit (Pa.)	13.50		\$
63. North Lebanon	8.00	8.00		4. Cumberland Coal and Iron and Branches	11.63	11.63	1,000,000
Branches	0.20	0.20	319,632	5. Cumberland and Pennsylvania and Branches	37.00	37.00	2,659,217
64. North Pennsylvania	55.26	55.26		Cumberland Valley (Pa.)	6.00	6.00	136,966
Doylestown Branch	10.10	10.10	6,517,345	6. Frederick and Pennsylvania Line (project)	24.00		
Shimerville Branch	1.89	1.89		7. Mount Savage (iron)	2.50	2.50	100,000
65. Oil City and Allegheny River	100.00	100.00	4,500,000	8. Northern Central (Pa.)	40.00	40.00	3,319,510
66. Panther Creek	6.50	6.50	150,000	Cakington Branch	2.52	2.52	75,000
67. Peachbottom (projected)				9. Philadelphia and Baltimore Central	41.50	32.50	1,090,000
68. Pennsylvania	249.99	249.99		Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.00	54.00	5,600,000
Holidaysburg Branch	7.60	7.60		Port Deposit Branch	4.00	4.00	
Indiana Branch	19.00	19.00	29,115,019	10. Union (project)			
Steubenville Extension	1.30	1.30		11. Washington County	23.00	23.00	600,900
Philadelphia Division	81.00	81.00		12. Western Maryland	57.00	48.00	2,500,000
Point Breeze Branch and Del. Extension	5.50	5.50		Hagerstown Extension	27.00		
69. Pennsylvania and New York Canal R.R.				13. Worthington Valley & Manchester (project)	22.50		
70. Pennsylvania Cannel Coal	12.00	12.00	300,900	Total	654.95	457.46	\$23,520,899
71. Pennsylvania Coal	47.00	47.00	2,000,000	STATE OF WEST VIRGINIA.			
Lackawaxen Branch	15.87	15.87		Baltimore and Ohio (Md.)	241.00	241.00	\$14,484,100
72. Perkiomen	36.50	10.00	300,000	1. Chesapeake and Ohio (building)	224.00		2,240,000
73. Philadelphia and Baltimore Central	57.50	57.50	2,000,000	Hempfield (Pa.)	9.00	9.00	180,000
74. Phila., Germantown and Norristown	17.08	17.08	1,808,744	2. Iron Valley (B. & O. R.R.)	3.25	3.25	100,000
Germantown Branch	3.14	3.14		3. Northwestern Virginia (Parkersburg Br.)	103.50	103.50	6,000,000
75. Philadelphia and Reading	93.00	93.00	27,417,947	Pittsburg and Steubenville (Pa.)	8.00	8.00	400,000
Richmond Branch	6.00	6.00		Total	605.75	364.75	\$22,404,100
Lebanon Valley	54.00	54.00	20,000,000	STATE OF VIRGINIA.			
76. Philadelphia and Erie	287.51	287.51		1. Alexandria and Fredericksburg (suspended)	38.00		\$1,000,000
77. Philadelphia and New Hope (project)	37.50			2. Alexandria, Loudoun and Hampshire	150.00	41.51	1,533,030
78. Philadelphia and Trenton	26.50	26.50	1,666,115	3. Alexandria, Georgetown and Washington	7.00	7.00	250,000
79. Phila., Wilmington and Balt. (Del. & Md.)	19.00	19.00	2,500,000	4. Blue Ridge (State Road)	16.81	16.81	1,674,723
80. Pittsburg and Connellsville	149.00	58.40	2,452,905	5. Clover Hill	21.00	21.00	420,000
81. Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.)	40.50	40.50	2,592,000	6. Fredericksburg and Gordonsville (suspended)	45.00		272,165
82. Pittsburg and Steubenville (W. Va.)	35.00	35.00	1,750,000	7. Georgetown and Leesburg (project)			
83. Plymouth	10.25	10.25	250,000	8. Lynchburg and Danville (project)	80.00		
84. Port Clinton and Topton (building)				9. Manassas Gap	139.30	139.30	
85. Port Kennedy	0.75	0.75	15,000	Port Royal Branch	1.00	1.00	3,500,000
86. Reading and Columbia	40.00	40.00	2,036,778	Gainesville Branch	7.96	7.96	
Lancaster Branch	8.00	8.00		Harper's Ferry Branch (project)	44.12		
87. Schuylkill and Susquehanna	54.00	54.00	1,308,696	10. Norfolk and Petersburg	81.00	81.00	2,353,857
Branch	1.00	1.00		11. Orange and Alexandria	88.30	88.30	
88. Schuylkill Valley	9.23	9.23	576,050	Warrenton Branch	8.90	8.90	6,500,000
Branches	20.65	20.65		Lynchburg Extension	59.50	59.50	
89. Shamokin Valley and Pottsville	28.00	28.00	1,569,450	12. Petersburg (N. Car.)	52.50	52.50	1,034,322
Colliery Branch	1.12	1.12		Gaston Branch (N. Car.)	21.30	21.30	
90. Southern Pennsylvania (project)				13. Richmond and Danville (N. Car.)	135.50	135.50	
91. Southwark (P. W. & B. R.R.)	2.12	2.12	58,368	Midlothian Branch	1.14	1.14	4,756,655
92. Strasburg	4.28	4.28	100,000	Manchester Branch	1.56	1.56	
93. Swatara (Cold Spring)	6.00	6.00	41,780	Piedmont Railroad (N. Car.)			
94. Summit Branch (Lykens Valley)	21.00	21.00	975,868	14. Richmond Frederick and Potomac	75.50	75.50	2,248,557
Branch	0.50	0.50		Springfield Branch	3.50	3.50	
95. Tioga	36.60	36.60	1,085,175	15. Richmond and Petersburg	22.14	22.14	932,535
96. Tonawanda (projected)				Port Waltham Branch	2.75	2.75	45,539
97. Trevorton	15.30	15.30	1,890,000	16. Richmond and York River	38.30	38.30	1,000,000
98. Tyrone and Clearfield	23.50	23.50	525,000	17. Roanoke Valley (N. Car.)	6.00	6.00	175,494
99. Union Canal Co's Railroad	3.50	3.50	130,000	18. Seaboard and Roanoke (N. Car.)	53.25	53.25	1,236,319
Branches	2.25	2.25		19. South Side (Petersburg and Lynchb'g)	123.00	123.00	3,726,950
100. Union Coal Company's Railroad	19.00	19.00	500,000	City Point Branch	9.50	9.50	
101. Westchester	9.00	9.00	165,100	20. Virginia Central	108.00	108.00	6,117,296
Branch	1.25	1.25		Western Division	81.19	81.19	
102. Westchester and Philadelphia	26.38	26.38	1,581,581	21. Virginia and Kentucky (project)	130.00		172,398
103. Western Pennsylvania	42.40	42.40	2,376,329	22. Virginia and Tennessee	204.24	204.24	
Allegheny Extension	21.30	21.30		Salt Works Branch	9.42	9.42	7,190,550
104. West Reading	1.74	1.74	54,800	Other Branches	1.20	1.20	
105. Wilmington and Reading (building)	63.75		637,500	23. Winchester and Potomac (B. & Ohio)	32.00	32.00	600,000
106. Wrightville, York and Gettysburg	13.00	13.00	293,230	24. Winchester and Strasburg	19.00	19.00	500,000
107. Wyoming Gravity (project)				Total	1,909.88	1,464.27	\$47,540,038
Sundry mineral roads not specifically accounted for	350.00	350.00	7,000,000	STATE OF NORTH CAROLINA.			
Total	4,937.72	4,397.74	\$256,772,257	1. Air Line of North Carolina (project)	22.00		\$
STATE OF DELAWARE AND EASTERN MARYLAND.				2. Atlantic and North Carolina	94.92	94.92	2,000,000
1. Cecil County (Md.) projected	22.00			Charlotte and South Carolina (S. Car.)	6.00	6.00	120,000
2. Delaware	84.30	84.30	1,632,171	3. Chatham (Raleigh to Gulf)	53.00	28.00	1,000,000
3. Dorchester and Delaware (Del. & Md.)	35.00	17.50	350,000	4. French Broad	80.00	30.00	1,000,000
4. Eastern Shore (Md.)	38.50	38.50	850,000	5. North Carolina	223.00	223.00	4,950,606
5. Junction and Breakwater (Del.)	40.60	26.30	525,000	Petersburg (Va.)	8.50	8.50	
6. Kent County (Del. & Md.) progress	35.00		35,000	Gaston Branch (Va.)	9.00	9.00	377,410
7. Maryland and Delaware (Del. & Md.)	53.50	32.34	646,000	6. Raleigh and Gaston	97.00	97.00	1,940,000
8. Newcastle and Frenchtown (Del.)	6.00	6.00	744,425	Richmond and Danville (Va.)	5.00	5.00	172,345
9. Newcastle and Wilmington (Del.)	5.00	5.00	150,000	Piedmont Branch	48.50	48.50	1,260,295
10. Phila., Wilmington and Balt. (Pa. & Md.)	23.00	23.00	2,500,000	Roanoke Valley, (Va.)	37.00	14.00	307,118
11. Pocomoke and Wicomico (Md.)	20.00	10.00	250,000	Seaboard and Roanoke (Va.)	26.75	26.74	561,468
12. Queen Anne County (Md.)				7. Western (Coal)	43.00	43.00	1,025,016
Total	362.90	242.94	\$7,483,596	8. Western North Carolina	273.12	81.00	3,000,000
STATE OF MARYLAND (Other than above.)				Newton Branch	3.50	3.50	
1. Annapolis and Elkridge	20.50	20.50	\$442,000	9. Wilmington, Charlotte and Rutherford	192.00	109.00	3,572,702
2. Baltimore and Ohio (W. Va.)	138.60	138.60	10,588,306	Western Division	151.09	25.00	
Branches	7.20	7.20		10. Wilmington and Manchester (S. Car.)	63.50	63.50	1,321,533
Washington Line	30.00	30.00		11. Wilmington and Weldon	162.00	162.00	3,058,921
Metropolitan Branch				Tarboro' Branch	19.00	19.00	
3. Baltimore and Potomac	80.00		500,000	Total	1,617.79	1,096.67	\$25,687,414
Washington Branch	13.00						

STATE OF SOUTH CAROLINA.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Air Line of South Carolina (project).....	160.00	\$.....	
2. Blue Ridge Branch.....	53.50	31.50	3,000,000
3. Charlotte and South Carolina (N. Car.).....	103.60	103.60	2,072,000
4. Cheraw and Darlington.....	40.30	40.30	600,000
5. Columbia and Augusta.....	80.00	80.00	2,500,000
6. Greenville and Columbia.....	143.25	143.25	3,081,818
Abbeville Branch.....	11.50	11.50	
Anderson Branch.....	9.50	9.50	
7. King's Mountain.....	22.50	22.50	225,000
8. Laurens.....	32.00	32.00	640,000
9. North Eastern.....	102.00	102.00	2,148,131
10. Port Royal (project).....	80.00		
11. Savannah and Charleston (Ga.).....	88.52	88.52	1,774,000
12. South Carolina.....	137.00	137.00	7,637,341
Columbia Branch.....	68.00	68.00	
Camden Branch.....	38.00	38.00	
13. Spartanburg and Union.....	68.00	68.00	1,360,000
14. Wilmington and Manchester (N. Car.).....	99.00	99.00	2,093,311
Total.....	1,338.17	1,076.17	\$25,131,600

STATE OF GEORGIA.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Air Line (project) Georgia.....	120.00	\$.....	
2. Atlanta and West Point.....	84.74	84.74	\$1,200,230
3. Atlantic and Gulf.....	254.00	236.00	4,687,987
Florida Branch (Fla.).....	29.00	29.00	
4. Augusta and Savannah.....	53.25	53.25	1,032,298
5. Barnesville and Thomaston.....	16.00	16.00	200,000
6. Brunswick and Albany.....	166.00	60.00	1,200,000
7. Central of Georgia.....	190.46	190.46	4,472,000
East Tennessee and Georgia (Tenn.).....	14.08	14.08	346,621
8. Etowah.....	8.87	8.87	120,000
9. Georgia.....	171.00	171.00	4,156,000
Athens Branch.....	39.00	39.00	
Warrenton Branch.....	4.00	4.00	
Washington Branch.....	18.00	18.00	440,000
10. Macon and Augusta.....	22.00	22.00	
11. Macon and Brunswick.....	163.00	39.00	1,169,126
Hawkinsville Branch.....	11.00	11.00	
12. Macon and Western.....	102.50	102.50	1,500,000
13. Milledgeville and Eatonton.....	22.00	22.00	330,000
14. Milledgeville and Gordon.....	17.00	17.00	220,000
15. Muscogee.....	50.00	50.00	1,000,000
16. Rome and Kingston.....	20.00	20.00	250,000
Savannah and Charleston (S. Car.).....	15.00	15.00	375,000
Selma, Rome and Dalton (Ala.).....	53.00	20.00	650,000
17. Southwestern.....	107.50	107.50	3,719,813
Butler Branch.....	21.00	21.00	
Eufala Branch.....	59.50	59.50	
Port Gaines Branch.....	19.50	19.50	
18. Western and Atlantic (Tenn.).....	124.20	124.20	4,500,000
Total.....	1,977.60	1,574.60	\$31,369,075

STATE OF FLORIDA.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
Atlantic and Gulf (Ga.).....	20.00	20.00	\$354,000
1. Florida.....	154.00	154.00	3,000,000
2. Florida and Alabama.....	45.20	45.20	1,300,000
3. Florida, Atlantic and Gulf.....	60.00	60.00	1,500,000
4. Pensacola and Georgia.....	297.00	130.00	3,980,000
Monticello Branch.....	4.00	4.00	
Tallahassee Branch.....	27.00	21.00	
5. Perdido and Junction.....	6.00	6.00	60,000
Total.....	613.20	440.30	\$9,294,000

STATE OF ALABAMA.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Alabama and Florida.....	115.60	115.60	\$2,401,766
2. Decatur and Montgomery (project).....	190.00	190,000	
3. Marion and Cahawba.....	32.00	32.00	1,000,000
Memphis and Charleston (Tenn. & Miss.).....	146.80	146.80	4,052,121
Florence Branch.....	6.00	6.00	
4. Miss. Gainesville and Tuscaloosa (Miss.).....	78.00	16.00	320,000
5. Mobile and Girard.....	228.00	63.00	1,575,000
6. Mobile and Ohio (Miss., Tenn. and Ky.).....	63.00	63.00	\$1,835,536
7. Montgomery and Eufala.....	80.00	40.00	1,000,000
8. Montgomery and West Point.....	88.50	88.50	2,748,387
Opelika Branch.....	28.40	28.40	
Nashville and Decatur (Tenn.).....	26.00	26.00	937,352
9. North East and South West Alabama (Miss.).....	14.50	14.50	290,000
10. North Western.....	11.50	11.50	250,000
11. Selma and Gulf (project).....	53.80	588,000	
12. Selma and Meridian.....	81.30	81.30	2,163,564
13. Selma, Rome and Dalton (Ga.).....	176.00	176.00	7,500,000
14. Tennessee and Coosa (project).....	36.50		
15. Western (Montgomery to Selma).....	44.00	44.00	1,250,000
16. Will's Valley (project).....	82.00	410,900	
17. Winchester and Huntsville (project).....	18.00		
Total.....	1,604.90	952.60	\$28,511,726

STATE OF MISSISSIPPI.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Grand Gulf and Port Gibson.....	8.00	8.00	\$200,000
Memphis and Charleston (Tenn. & Ala.).....	38.50	38.50	1,062,715

Corporate Titles of Companies.	Length in Miles.		Cost of Road and Equipm't.
	Total.	Completed.	
2. Mississippi Central (Tenn.)	189.00	189.00	\$5,461,067
Mississippi and Tennessee (Tenn.)	89.20	89.20	1,976,623
Mississippi, Gainesville & Tuscaloosa (Ala.)	6.00	6.00	120,000
Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	8,339,100
Columbus Branch.	14.50	14.50	
N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	3,816,540
North East and South West Alabama (Ala.)	12.00	12.00	240,000
3. Raymond Branch.	7.00	7.00	100,000
4. Vicksburg and Meridian	140.00	140.00	3,049,268
West Feliciana (La.)	9.00	9.00	180,000
Total	900.20	900.20	\$24,545,303

STATE OF LOUISIANA.				
1. Baton-Rouge, Gros-Tete and Opelousas.....	46.00	17.00		\$327,000
2. Clinton and Port Hudson.....	22.00	22.00		750,000
3. Mexican Gulf.....	27.00	27.00		665,000
4. Milburg and Lake Pontchartrain.....	6.00	6.00		220,000
5. New Orleans and Carrollton.....	6.50	6.50	}	655,000
Branches.....	9.00	9.00		
6. New Orleans, Jackson & Gt. Northern (Miss.).....	89.00	89.00		2,907,176
7. New Orleans, Opelousas & Great Western.....	258.00	80.20		5,936,025
Lapruche Branch.....	2.80	2.80		
Southern Texas Branch.....	100.00	.....	
Red River Branch.....	36.00	.....	
8. North Louisiana and Texas.....	190.00	75.00		2,500,000
Western Extension (Pacific).....	18.00	18.00		360,000
9. West Feliciana (Miss.).....	18.00	18.00		
Total.....	837.30	370.50		\$14,321,201

STATE OF TEXAS.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Buffalo Bayou, Brazos and Colorado.....	160.00	62.00	\$2,000,000
2. Eastern Texas.....	140.00	21.00	1,000,000
3. Galveston, Houston and Henderson.....	50.25	50.25	2,000,000
Connecting Branch at Houston.....	1.75	1.75	
4. Houston and New Orleans.....	96.00	96.00	3,000,000
5. Houston Tap and Brazoria.....	80.00	80.00	2,000,000
6. Houston and Texas Central.....	356.00	100.00	2,706,000
Austin Branch.....	100.00	25.00	
7. Memphis, El Paso and Pacific (project).....			
8. Sabine and Rio Grande (project).....			
9. San Antonio and Mexican Gulf.....	125.00	25.00	500,000
10. Southern Pacific.....	783.00	27.50	1,000,000
11. Texas Transportation.....	5.50	5.50	200,000
Total.....	1,937.50	513.00	\$14,406,000

STATE OF ARKANSAS.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Cairo and Fulton.....	301.00		\$1,000,000
2. Little Rock and Fort Smith.....	155.00		310,000
3. Memphis and Little Rock.....	131.00	86.00	2,500,000
4. Pine Bluff and Napoleon.....	100.00		400,000
Total.....	687.00	86.00	\$4,210,000

STATE OF TENNESSEE.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Cincinnati, Cumberland Gap and Charleston.....	94.00		\$.....
2. East Tennessee and Georgia (Ga.).....	96.72	96.72	3,119,501
Chattanooga Branch.....	30.00	30.00	
3. East Tennessee and Virginia.....	130.28	130.28	3,382,090
4. Edgefield and Kentucky.....	47.00	47.00	1,175,000
5. Knoxville and Charleston (progress).....	53.00	16.00	800,000
6. Knoxville and Kentucky (progress).....	65.00	31.00	1,200,000
Louisville and Nashville (Ky.).....	45.00	45.00	1,606,590
7. Memphis & Charleston (Miss. & Ala.).....	86.26	86.26	2,493,045
Somerville Branch.....	16.00	16.00	
8. Memphis, Clarksville and Louisville.....	82.50	82.50	3,037,069
9. Memphis and Ohio.....	130.60	130.60	3,880,692
10. McMinnville and Manchester.....	34.20	34.20	825,000
Mississippi Central (Miss.).....	47.40	47.40	1,353,306
11. Mississippi and Tennessee (Miss.).....	10.00	10.00	2,214,07
Mobile and Ohio (Ky. Miss. & Ala.).....	118.50	118.50	3,467,310
12. Nashville and Chattanooga.....	149.75	149.75	6,111,850
Shelbyville Branch.....	9.00	9.00	
Jasper Branch.....	14.00	14.00	290,000
13. Nashville and Decatur (Ala.).....	94.00	94.00	3,839,539
Mount Pleasant Branch.....	12.50	12.50	
14. Nashville and Northwestern (Ky.).....	167.40	167.50	4,493,178
15. Rogersville and Jefferson.....	15.50	15.50	376,250
16. Southwestern (project).....			
Western and Atlantic (Ga.).....	13.80	13.80	500,000
17. Tennessee and Pacific (project).....	160.00		
18. Winchester and Alabama.....	38.12	38.12	950,000
Total.....	1,760.63	1,435.63	\$43,019,916

STATE OF KENTUCKY.			
Corporate Titles of Companies.	Length in Miles.	Cost of Road	
Total.	Completed.	and Equipm't	
1. Breckenridge Coal.....	8.50	8.50	\$370,000
2. Cinn., Southwestern & Chattanooga (project).....			
3. Covington and Big Sandy (project).....	120.00		
4. Covington and Lexington.....	80.00	80.00	4,500,000
5. Elizabeth and Paducah (project).....	140.00		
6. Evansville, Henderson and Nashville.....	120.00	67.00	2,000,000
7. Lexington and Big Sandy.....	133.00	12.00	350,000
Coalton Branch.....	0.75	0.75	

Corporate Titles of Companies.		Length of Miles.		Cost of Road and Equip'm't.	Corporate Titles of Companies.		Length in Miles.		Cost of Road and Equip'm't.
		Total.	Completed.				Total.	Completed.	
8.	Lexington and Southern Kentucky.....	35.00	13.00	\$756,500	11.	Kalamazoo, Allegan and Grand Rapids.....	49.50	18.50	\$450,000
9.	Louisville, Cincinnati and Lexington, viz:				12.	Michigan Central (Ind. and Ill.).....	221.00	221.00	11,050,000
	—Lexington and Frankfort.....	29.00	29.00	\$653,521	13.	Michigan Southern and Northern (O. I. & I.).....	115.06	115.06	
	—Louisville and Frankfort.....	65.10	65.10	1,565,880		Branch from Adrian to Monroe.....	33.60	33.60	
	—Cincinnati Branch.....	95.00	95.00	3,500,000		Jackson Branch (Palmyra to Jackson).....	44.40	44.40	9,259,065
10.	Louisville, Harrodsburg and Virginia (project).....					Constantine Branch.....	4.18	4.18	
11.	Louisville and Nashville (Tenn.).....	140.00	140.00		14.	Detroit, Monroe and Toledo (Ohio).....	51.82	51.82	
	Bardstown Branch.....	17.30	17.30	8,569,831		Peninsula (Chic. & N. W. R. R.).....	65.30	65.30	4,231,629
	Lebanon Branch.....	37.30	37.30			Branches and Extensions.....	5.90	5.90	
	Memphis Branch.....	46.00	46.00		15.	Peninsular of Michigan (progressing).....	108.00		1,000,000
	Lebanon Branch Extension.....	135.00	54.90	2,457,995	16.	Port Huron and Chicago Air Line (progress).....	110.00		1,125,000
	Richmond Branch.....	33.00	33.00	1,000,000	17.	St. Joseph Valley.....	32.00	32.00	640,000
12.	Maysville and Lexington.....	89.00	18.80	601,298					
	Mobile and Ohio (Tenn., Miss. & Ala.).....	20.50	20.50	599,830					
	Nashville and Northwestern (Tenn.).....	7.50	7.50	204,430					
13.	New Orleans and Ohio.....	62.00	62.00	1,550,000					
14.	Portland and Louisville.....	5.00	5.00	100,000					
	Total.....	1,418.95	812.65	\$28,799,285			2,044.26	1,199.26	\$44,549,043
STATE OF OHIO.					STATE OF INDIANA.				
1.	Ashtabula and New Lisbon.....	84.62	13.00	\$846,200	1.	Bellefontaine (Ohio).....	84.00	84.00	\$2,478,000
	Atlantic and Great Western (Penn. & N. Y.).....	246.02	246.02		2.	Chicago, Cincinnati and Louisville.....	103.00	30.00	1,000,000
	Silver Creek Branch.....	4.98	4.98	34,693,979	3.	Chicago, Richmond and Fort Wayne.....	76.00		
	Cleveland Branch (wide track).....	48.92	48.92			Cincinnati & Indianapolis Junction (Ohio).....	78.00	78.00	3,318,331
2.	Bellefontaine (Indiana).....	119.00	119.00	3,570,000		Louisville Branch (1 of 24 miles).....	12.00	12.00	
3.	Carrollton and Oneida.....	11.50	11.50	225,000	4.	Cincinnati and Martinsville.....	40.00	40.00	800,000
4.	Central Ohio (Balt. & Ohio).....	137.00	137.00	5,566,631		Cincinnati, Richmond and Chicago (Ohio).....	6.00	6.00	133,473
5.	Cincinnati, Dayton and Eastern (tunnel).....	53.20		1,000,000		Columbus, Chicago & Indianapolis Cent. (O.).....	211.50	211.50	
6.	Cincinnati, Hamilton and Dayton.....	60.30	60.30	5,265,401		Indianapolis Line.....	72.50	72.50	22,410,566
	Atlantic and Great Western track.....	60.30	60.30			Logansport and State Line.....	169.50	169.50	
7.	Cincinnati and Indiana.....	20.50	20.50	2,500,000		Louisville Branch (1 of 24 miles).....	12.00	12.00	480,000
	Harrison Branch.....	6.70	6.70		5.	Columbus and Shelbyville.....	24.00	24.00	2,700,969
8.	Cin. and Indianapolis Junction (Ind.).....	20.00	20.00	561,300	6.	Evansville and Crawfordsville.....	109.00	109.00	
9.	Cincinnati, Richmond and Chicago (Ind.).....	36.00	36.00	860,627		Rockville Extension.....	23.00	23.00	310,000
10.	Cincinnati and Zanesville.....	162.80	132.13	2,969,361	7.	Evansville, Indianapolis and Cleveland.....	155.00		240,000
11.	Cleveland, Columbus and Cincinnati.....	137.88	137.88	4,903,896		Grand Rapids and Indiana (Michigan).....	48.00		710,000
	Springfield Branch.....	49.89	49.89		8.	Indiana and Illinois (Ill.).....	71.00	71.00	6,500,000
	Cleveland, Columbus, Cincinnati and Indianapolis (Consol. of No. 2 and 11.).....				9.	Indianapolis, Cincinnati and Lafayette.....	159.00	159.00	2,500,000
12.	Cleveland and Pittsburg.....	101.00	101.00		10.	Indianapolis, Crawfordsville & Danville (Ill.).....	74.00		740,000
	Tuscarawas Extension.....	32.00	32.00	8,763,514	11.	Indianapolis, Peru and Chicago.....	75.00	75.00	
	Hanover Branch.....	1.50	1.50		12.	Indianapolis and Vincennes.....	74.00		
	Beaver Extension (Pa.).....	7.00	7.00		13.	Jeffersonville, Madison and Indianapolis.....	108.00	108.00	6,079,612
	Wheeling Extension.....	47.00	47.00			Madison Division.....	46.00	46.00	
13.	Cleveland and Toledo.....	113.00	113.00	7,876,417		Jefferson-Madison Junction.....	6.00	6.00	433,333
	Northern Division.....	35.67	35.67			Joliet and Indiana (Ill.).....	15.00	15.00	400,000
14.	Clev., Zanesville & Cin. (P., F. W. & C. R.R.).....	60.75	60.75	1,568,234	14.	Knightstown and Shelbyville.....	27.00	27.00	9,600,000
15.	Col., Chicago & Indianapolis Central (Ind.).....	115.00	115.00	6,475,133	15.	Louisville, New Albany and Chicago.....	288.00	288.00	2,550,000
	Union City Branch.....	19.50	19.50			Michigan Central (Mich. & Ill.).....	51.00	51.00	6,247,080
16.	Columbus and Hocking Valley.....	75.28		752,800		Mich. Southern and North. Ind. (O., M. & I.).....	101.00	101.00	
17.	Columbus and Xenia.....	54.69	54.69	1,764,090		Goshen Air Line (Ohio).....	66.70	66.70	
18.	Dayton and Michigan.....	141.37	141.37	6,346,981	16.	Mitchell, Bloomfield and Terre Haute.....	74.00		13,840,000
19.	Dayton and Union.....	31.78	31.78	580,000		Ohio and Mississippi (Ohio & Ill.).....	173.00	173.00	100,000
20.	Dayton and Western.....	36.00	36.00	1,087,779	17.	Peninsular of Indiana (projected).....	50.00		8,154,000
21.	Dayton, Xenia and Belpre.....	15.26	15.26	415,000		Pitts., Ft. Wayne and Chicago (Pa., O. & Ill.).....	151.00	151.00	78,571
22.	Iron.....	24.00	13.00	181,750	18.	Richmond and Miami (Dayton and Western).....	6.00	6.00	320,000
23.	Lake Erie and Louisville.....	175.00	38.30	1,723,700	19.	Shelby and Rush.....	20.00	20.00	2,003,541
24.	Lake Shore (lat. Clev., Painesv. & Ash.) Pa. Lawrence (Penn.).....	69.99	69.99	3,567,341	20.	Terre Haute and Indianapolis.....	73.00	73.00	7,051,750
	Little Miami.....	84.19	84.19	4,329,596	21.	Toledo, Wabash and Western (Ohio & Ill.).....	166.90	166.90	350,000
26.	Mahoning (Clev. & Mahoning).....	67.81	67.81	3,708,600	22.	White Water Valley.....	72.00	72.00	2,000,000
	Hubbard Branch.....	12.37	12.37						
27.	Marietta and Cincinnati.....	190.80	190.80	19,094,702					
	Hillsboro Branch.....	21.00	21.00						
	Union Branch.....	9.00	9.00						
	Portsmouth Branch.....	56.00	56.00						
28.	Michigan South. & North. Ind. (Mich., I. & Ill.).....	14.00	14.00	3,267,126					
	Goshen Air Line (Ind.).....	66.50	66.50						
	Detroit, Monroe and Toledo (Mich.).....	7.30	7.30	1,520,000					
29.	Ohio and Mississippi (Ind. and Ill.).....	19.00	19.00						
30.	Pittsburg, Cincinnati and St. Louis.....	117.00	117.00	8,722,141					
	Newark to Col. (undivided half of 33m. Cent. Ohio R.R.).....								
	Cadiz Branch.....	8.00	8.00	13,554,000					
31.	Pittsburg, Ft. Wayne & Chicago (P., I. & I.).....	251.00							
32.	Pittsburg, Maysville and Cincinnati.....	225.00							
33.	Sandusky and Cincinnati.....	155.00	155.00	3,897,479					
	Findlay Branch.....	16.00	16.00						
34.	Sandusky, Mansfield and Newark.....	116.25	116.25	2,968,474					
35.	Springfield and Columbus.....	19.50	19.50	346,000					
	Toledo, Wabash & Western (Ind. & Ill.).....	75.50	75.50	3,380,849					
	Total.....	4,053.44	3,351.97	\$169,064,101					
STATE OF MICHIGAN.					STATE OF ILLINOIS.				
1.	Bay City and Saginaw.....	12.00	12.00	\$350,000	1.	American Central (building).....	175.00		\$500,000
2.	Bay de Noquet and Marquette.....	45.00	45.00	1,500,000	2.	Cairo, Mound City and Vincennes (progress).....	114.00		114,000
3.	Chicago, Detroit and Canada Grand Junction.....	59.00	59.00	2,500,000	3.	Chicago, Black Island and Indiana (project).....	27.00		
4.	Detroit and Howell.....	72.00	20.00	500,000	4.	Chicago, Burlington and Quincy.....	204.00	204.00	
5.	Detroit and Milwaukee.....	169.00	169.00	9,698,548		Aurora Branch.....	13.00	13.00	17,982,752
6.	Flint and Holly.....	17.00	17.00	469,095		Peoria Line.....	53.00	53.00	
7.	Flint and Pere Marquette.....	173.50	53.50	1,757,388		Lewiston Branch.....	30.00	30.00	
8.	Grand Rapids and Indiana.....	350.00	43.00	1,200,000		Quincy Line.....	100.00	100.00	10,276,604
9.	Grand River Valley.....	93.00	61.00	1,830,000	5.	Chicago and Alton.....	243.00	243.00	2,103,750
10.	Jackson, Lansing and Saginaw.....	116.00	116.00	2,148,318	6.	Chicago and Milwaukee (Wisc.).....	45.00	45.00	
					7.	Chicago and Northwestern (Wisc.).....	74.00	74.00	
						Freeport Line.....	91.00	91.00	
						Clinton Line.....	138.00	138.00	22,703,784
						Richmond Line.....	33.00	33.00	
						Madison Line (Wisc.).....	19.60	19.60	
						Rockford-Kenosha Line (Wisc.).....	32.40	32.40	
						Peninsula Line (Mich.).....			
					8.	Chicago, Rock Island and Pacific (Iowa).....	182.00	182.00	7,360,808
						Port Byron Branch.....	11.00	11.00	
					9.	Illinois Central.....	308.75	308.75	31,328,473
						Galena Branch.....	252.20	252.20	
						Chicago Branch.....	146.50	146.50	
					10.	Illinois Coal.....	4.00	4.00	100,000
						Indiana and Illinois (Ind.).....	73.50		730,000
						Indianapolis, Crawfordsville & Danv. (Ind.).....	10.00		10,000
					11.	Joliet and Chicago (Chic. & Alton).....	37.00	37.00	2,000,000
						Joliet and Northern Indiana (Ill.).....	30.00	30.00	866,666
						Michigan Central (Mich. & Ind.).....	13.00	13.00	650,000
						Michigan South. & North. Ind. (O. M. & I.).....	12.00	12.00	480,000
					12.	Mound City.....	3.50	3.50	100,000
						Ohio and Mississippi (Ohio & Ind.).....	148.00	148.00	11,778,000
					13.	Peoria and Bureau Valley.....	46.60	46.60	2,106,000
					14.	Peoria, Pekin and Jacksonville.....	161.50	71.00	2,000,000
					15.	Peoria and Rock Island.....	90.00	12.00	300,000
						Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.).....	18.00	18.00	972,000

Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equip'm't.	Corporate Titles of Companies.	Length in Miles. Total. Completed.	Cost of Road and Equip'm't.
16. Rockford, Rock Island and St. Louis.....	200.00	50.00	7. North Missouri.....	168.80	168.80
17. St. Louis, Alton and Rock Island.....	120.00	600,000	Northern Extension.....	67.95	67.95
18. St. Louis, Alton and Terre Haute.....	175.00	175.00	Western Extension.....	123.75	123.75
St. Louis Branch.....	20.00	20.00	Columbia Branch.....	22.00	22.00
Belleville Branch.....	14.80	14.80	8. Osage Valley and Southern Kansas.....	150.00	24.00
15. St. Louis, Jacksonville and Chicago.....	275.00	150.00	9. Pacific of Missouri.....	283.00	283.00
Hopedale to Peoria.....	23.00	23.00	10. St. Joseph and Council Bluffs.....	72.00	72.00
20. St. Louis, Vandalia and Terre Haute (progress).....	174.00	57.00	11. St. Louis and Cedar Rapids (project).....	.....	.....
21. Sycamore and Cortlandt.....	5.00	5.00	12. St. Louis, Chillicothe and Omaha (project).....	.....	.....
22. Toledo, Peoria and Warsaw.....	227.00	227.00	13. St. Louis and Iron Mountain.....	192.50	112.50
Burlington Branch.....	19.00	19.00	Pilot Knob Branch.....	10.00	10.00
Toledo, Wabash and Western (Ohio & Ind.).....	212.40	212.40	Potosi Branch.....	4.00	4.00
Naples Branch.....	4.00	4.00	14. South West Pacific.....	246.00	90.50
Keokuk Branch.....	41.20	41.20	15. Tebo and Neosho (project).....	.....	.....
23. Western Union (Wisc.).....	112.00	112.00			
Total.....	4,561.95	3,439.95	Total.....	1,837.09	1,353.50
		\$156,958,102			\$64,014,458
STATE OF WISCONSIN.			STATE OF KANSAS.		
Chicago and Milwaukee (Ill.).....	40.00	40.00	1. Atchison, Topeka and Santa Fe (progress).....	40.00	40.00
Chicago and Northwestern (Ill.).....	174.20	174.20	2. Central Branch, Union Pacific.....	235.00	120.00
Madison Line.....	48.00	48.00	3. Kansas City and Neosho Valley progress.....	200.00	200.00
Kenosha Line.....	40.00	40.00	4. Lawrence, Olathe and Kansas City.....	24.00	24.00
1. Dubuque, Platteville and Monroe (progress).....	56.50	56.50	5. Leavenworth and Lawrence.....	33.00	33.00
2. La Crosse, Trempealeau & Prescott (progress).....	27.00	27.00	6. Leavenworth, Lawrence and Galveston.....	160.00	40.00
3. Manitowoc and Mississippi (progressing).....	220.00	7.50	7. St. Joseph and Denver City.....	100.00	12.00
4. Milwaukee and St. Paul.....	196.00	196.00	8. Missouri River.....	26.00	26.00
Portage Line.....	95.00	95.00	9. Union Pacific, Eastern Division (Col.).....	405.00	405.00
Berlin, Omro and Winneconne Line.....	58.00	58.00			
Watertown and Madison Line.....	38.00	38.00	Total.....	1,223.00	660.00
5. Milwaukee and Prairie du Chien.....	193.00	193.00			\$31,140,000
Monroe Branch.....	42.00	42.00	STATE OF COLORADO.		
6. Mineral Point.....	32.90	32.90	Union Pacific, Eastern Division (Kansas).....	300.00	300.00
7. Platteville and Calamine (progress).....	21.00	21.00	Union Pacific Denver City Branch (Dak.).....	50.00	50.00
8. St. Croix and Lake Superior (project).....	133.00	40.00	Total.....	350.00	350.00
Bayfield Branch.....	90.00	90.00			
9. Sheboygan and Fond du Lac.....	43.00	43.00	STATE OF NEBRASKA.		
Western Union (Ill.).....	69.00	69.00	1. Union Pacific (Dak. & Utah).....	420.00	420.00
10. West Wisconsin (progress).....	157.00	31.00	Sioux City and Pacific (Iowa).....	29.00	29.00
Total.....	1,773.60	1,234.60	Total.....	449.00	420.00
		\$48,469,301			\$23,000,000
STATE OF MINNESOTA.			TERRITORY OF WYOMING.		
1. Chicago and St. Paul (progress).....	100.00	100.00	Union Pacific (Nebr. & Utah).....	510.00	510.00
2. Hastings and Dakota.....	30.00	30.00	Denver City Branch (Col.).....	50.00	50.00
3. Milwaukee and St. Paul (Iowa).....	120.00	120.00			
4. Minnesota Valley.....	180.00	90.00	Total.....	560.00	510.00
5. St. Paul and Pacific.....	220.00	50.00			\$41,500,000
Watab Branch.....	70.00	70.00	TERRITORY OF UTAH.		
Pembina Extension (project).....	305.00	305.00	Central Pacific of (Cal. & Nev.).....	100.00	100.00
6. St. Paul and Lake Superior.....	145.00	30.00	Union Pacific (Neb. & Dak.).....	205.00	105.00
7. Southern Minnesota.....	250.00	43.50	Total.....	350.00	105.00
8. Stillwater and St. Paul.....	18.00	18.00			\$9,400,000
9. Superior and State Line (project).....	.....	.....	STATE OF NEVADA.		
10. Winona and St. Peter.....	150.00	120.00	Central Pacific (Cal. & Utah).....	390.00	320.00
Total.....	1,758.00	571.50	Total.....	390.00	320.00
		\$18,460,000			\$25,600,000
STATE OF IOWA.			STATE OF CALIFORNIA.		
1. Burlington, Cedar Rapids & Minn. (project).....	101.00	101.00	1. California Central.....	21.80	21.80
2. Burlington and Missouri.....	276.50	181.00	2. California and Oregon (project).....	400.00	400.00
3. Cedar Falls and Minnesota.....	81.00	44.00	3. California Pacific.....	60.00	60.00
4. Cedar Rapids and Missouri Riv. (C. & N. W.).....	271.60	271.60	Marysville Branch (progress).....	45.00	45.00
5. Cedar Rapids and St. Paul (progress).....	53.00	53.00	4. Central Pacific (Nev. & Utah).....	138.00	138.00
6. Chicago, Iowa and Nebraska (C. & N. W.).....	81.30	81.30	5. Feather River and Beckwourth Pass (project).....	145.00	145.00
7. Council Bluffs and St. Joseph.....	53.00	53.00	6. Napa Valley (project).....	36.00	12.00
8. Des Moines Valley.....	162.00	162.00	7. North Beach and Mission.....	3.50	3.50
9. Dubuque and McGregor (project).....	.....	.....	8. Northern California.....	26.00	26.00
10. Dubuque and Sioux City.....	325.00	187.00	9. Omnibus (San Francisco).....	3.80	3.80
11. Dubuque South Western.....	56.00	56.00	10. Placerville and Sacramento.....	34.90	34.90
12. Iowa Central (progress).....	200.00	20.00	11. Sacramento Valley.....	22.50	22.50
13. Iowa and Minnesota (progress).....	100.00	100.00	12. San Francisco and Alameda.....	26.00	14.00
14. Iowa River (Eldora).....	46.00	18.00	13. San Francisco and Humboldt's Bay (project).....	224.00	224.00
15. Iowa and Missouri State Line (progress).....	225.00	1,000,000	14. San Francisco and Oakland.....	4.00	4.00
16. Keokuk and St. Paul.....	61.50	18.00	15. San Francisco and San Jose.....	50.00	50.00
Fort Madison Branch.....	7.00	7.00	Southern Extension (project).....	600.00	30.00
17. McGregor and Sioux City (progress).....	300.00	600,000	16. San Francisco and Washoe (project).....	92.00	92.00
Milwaukee and St. Paul (Minn.).....	95.00	2,375,000	17. South San Francisco.....	4.00	4.00
18. Miss. and Missouri River (C. I. & Pac.).....	312.00	228.00	18. Stockton and Copperopolis.....	9.00	9.00
Oskaloosa Branch.....	113.00	50.00	19. Western Pacific.....	120.00	20.00
19. Muscatine, Tipton and Anamosa (progress).....	42.00	420,000	20. Yuba.....	24.00	24.00
20. Sioux City and Pacific (Nebr.).....	71.00	3,000,000	Total.....	2,091.50	468.50
Total.....	3,032.90	1,522.90			\$30,336,000
		\$61,332,000	STATE OF OREGON.		
STATE OF MISSOURI.			1. Cascades Transit.....	6.00	6.00
1. Cairo & Fulton (owned by St. L. & Iron Mt.).....	76.79	37.00	2. Dalles and Deschutes.....	13.50	13.50
2. Chariton and Randolph (progress).....	40.00	400,000	3. Oregon Branch of Central Pacific (project).....	.....	.....
3. Chillicothe, Leon and Des Moines (project).....	.....	.....	4. Oregon Central, East side (project).....	.....	.....
4. Hannibal and Central Missouri (Moberly).....	42.00	42,000	5. Oregon Central, West side (project).....	.....	.....
5. Hannibal and St. Joseph.....	206.80	206.80	6. St. Helen's and Hillsboro' (progress).....	.....	.....
Quincy Branch.....	13.00	13.00	7. Salem and McMinnville (progress).....	.....	.....
Cameron and Kansas City Branch.....	52.00	52.00	8. Salt Lake and Columbia River (project).....	.....	.....
6. Missouri Valley.....	46.00	46.00	Total.....	2,419.50	19.50
Savannah Branch.....	45.00	15,000,000			\$500,000

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824			Hartford and New Haven...100	3,300,000	J.A.J.&O	Jan. '69 8	Portl. Saco & Portsmouth...100	\$1,600,000	J. & D.	Dec. '68 5
Allegheny Valley...50	2,000,000			Bannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69 4
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '68 3	Do. do. pref. 100	6,238,830			Raleigh and Gaston...100	2,000,000		Jan. '68 6
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	118,850	M. & N.	Nov. '68 6	Rensselaer and Saratoga...100	2,000,000	A. & O.	Oct. '68 2
Atlantic & Gt. Western...50	25,379,923			Boston...100	820,000			Richmond and Danville...100	2,000,000		
Do. pref. 50	1,919,000			Hudson River...100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,100		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '68 2	Huntingdon & B'd Top...50	494,830	A. & O.	Oct. '68 4	Rich. Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 2	Do. pref. 50	190,750	J. & J.	Jan. '68 3	Rockport...100	88,400		
Baltimore and Ohio...100	16,161,962	A. & O.	Oct. '68 4	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rome, Watert. and O'g'n...100	2,400,000	J. & J.	Nov. '67 2
Do. Washington Br. 100	2,360,000	A. & O.	Oct. '68 4	Indianapolis, Cin. & Lafayette...100	6,185,897	M. & S.	Sep. '67 4	Rutland preferred...100	2,300,000	F. & A.	Jan. '69 5
Baltimore City Passenger...100	670,000			Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '69 5	St. L. Alk. and T. Haute...100	2,400,000		Annual May '68 7
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68 2	Joliet and Chicago...100	1,500,000	J.A.J.&O	Oct. '68 1	St. L., Jack'nv. and Chic'o...100	1,469,429		
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '68 2	Joliet & North Indiana...100	300,000	J. & J.	July '68 4	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	996,280			Lackawanna & Bloomb'g...50	1,835,000			Sand. Mansf. and Newark...100	445,596	M. & N.	Nov. '68 2
Berkshire...100	600,000	J.A.J.&O	Oct. '68 1	Leeds and Farmington...100				Savannah and Charleston...100	901,241		
Blossburg & Corning...50	250,000	J. & D.	Dec. '68 2	Lehigh and Mahanoy...50	2,158,568	J. & J.	Jan. '67 6	Schenykill and Esqueh'a...50	1,239,150		
Boston and Albany...100	13,725,100	J. & J.	Jan. '69 6	Lehigh and Susquehanna...50	8,739,800	M. & N.	Nov. '67 5	Second and Third St. (Ph.) 50	203,757	J. & J.	Jul. '68 2
Boston and Chelsea...100	110,000	A. & O.	Oct. '68 4	Lehigh Valley...100	10,781,400	J.A.J.&O	Oct. '68 2	Schenykill Valley...50	578,050	J. & J.	Jul. '68 2
Boston, Concord & Mont. 100	489,800			Lehigh Luzerne...100	344,650	J. & J.	Jan. '68 4	Seaboard and Roanoke...100	688,200		
Do. do. pref. 100	1,340,400	M. & N.	Nov. '68 3	Lexington & Frankfort...100	514,646	J. & J.	Jan. '68 3	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Lowell...50	1,891,500	J. & D.	Dec. '68 4	Little Miami...100	3,572,400	J. & D.	Dec. '67 4	Shamokin V. and Pottsv...50	869,450	F. & A.	Aug. '68 2
Boston and Maine...100	4,076,974	J. & J.	Jan. '69 5	L. M. & C. and X. (Joint)...100	1,804,297	J. & J.	Jan. '68 3	Shore Line...100	638,200	J. & J.	Jul. '68 3
Boston and Providence...100	3,380,000	J. & J.	Jan. '69 4	Little Schuylkill...100	2,946,100	J. & J.	Jan. '68 2	Sixth Avenue (N. Y.)...100	750,000		
Broadway (Boston)...50	325,000	J.A.J.&O	Jan. '69 2	Lomb and South St. (Ph.) 25	90,000			Somerville...100	75,000	M. & N.	Nov. '67 6
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Jul. '67 5	Long Island...50	3,000,000	F.M.A.N.	Aug. '66 2	South Carolina...100	5,819,275		
Brooklyn City & New'n...100	1,000,000	F. & A.	Aug. '68 2	Long Branch & Sea Shore...100	95,194			South Shore...100	259,685		
Brooklyn City & New'n...100	399,800			Louis, Cin. and Lex. pr. 100	111,123	J. & J.	Jul. '68 4	South Western, Georgia...100	3,203,400	F. & A.	Aug. '68 4
Buffalo, Bradford & Pitts. 100	1,100,000			Louisville and Frankfort...50	1,109,594	J. & J.	July '68 3	Staten Island...100	660,000	J. & J.	Jul. '67 4
Buffalo and Erie...100	5,000,000	F. & A.	Aug. '68 4	Louisville and Nashville...100	7,869,136	F. & A.	Aug. '68 4	Stony Brook...100	267,200	M. & N.	May '68 2
Cambridge Horse (Boston) 100	777,800	A. & O.	Oct. '68 4	Louis, N. Alb. & Chicago...100	2,900,000			Stonerville and Indiana...100	1,083,141		
Camden and Amboy...100	7,921,412	F. & A.	Aug. '68 6	Lowell and Lawrence...100	200,000	A. & O.	Oct. '68 3	Stockbridge & Pittsfield...100	448,700		
Camden and Atlantic pref. 50	600,000			Macon and Western...100	1,500,000			Summit Branch...100	260,000	J. & J.	Jan. '69 6
Camden & Burlington Co. 100	331,000			Mahanoy & B'd Mount...50	1,676,915			Syr., Bingham. and N. Y. 100	1,314,130		
Cape Cod Branch...50	721,926	J. & J.	Jul. '68 3	Maine Central...100	1,600,860	M. & N.	Nov. '68 5	Taunton Branch...100	260,000	J. & J.	Jul. '68 4
Cape May and Millville...100	447,000	J. & D.	Dec. '68 3	Manchester & Lawrence...100	1,000,000			Tennessee and Alabama...100	595,922		
Catawissa...50	1,180,000	M. & N.	Nov. '68 3	Marletta & Cincinnati...50	3,618,374			Terre Haute and Indiana...50	1,983,150	J. & J.	Jul. '68 6
Cayuga & Susquehanna...50	589,110			Do. 1st pref. 50	6,686,135	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000		
Central of Georgia...100	4,666,800	J. & J.	Jul. '68 7	Do. 2d pref. 50	4,061,744	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.) 50		J. & J.	Jan. '68 1
Central of New Jersey...100	13,768,000	J.A.J.&O	Oct. '68 2	Memphis and Charleston...100	6,312,725	M. & S.	Mar. '68 3	Tol., Peoria and Warsaw...100	2,700,000		
Central Ohio...100	2,600,000	J. & D.	Dec. '68 3	Memphis and Ohio...100	670,000			Do. (E. D.) pref. 100	1,700,000		
Do. pref. 100	400,000	J. & D.	Dec. '68 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '69 5	Do. (W. D.) pref. 100	1,500,000		
Cent. Park, N. & E. River...100	970,000			Michigan Central...100	8,477,386	J. & J.	Jan. '69 5	Tol., Wabash and West...100	5,700,000	M. & N.	May '68 3
Chemung...100	380,000			Milw. So. & North Ind. 100	10,089,400	Aug. '68 4		Do. pref. 100	1,000,000		
Cheshire, preferred...100	2,017,825	Annual	Jan. '68 3	Do. guaranteed...100	588,700	F. & A.	Feb. '68 5	Troy and Boston...100	607,111	J. & D.	Jun. '67 3
Chicago and Alton...100	3,885,643	M. & S.	Sep. '68 5	Middlesex (Boston)...100	400,000			Troy and Greenbush...100	274,400		
Do. pref. 100	2,425,576	M. & S.	Sep. '68 5	Mill Creek and Minehill...50	323,375	J. & J.	July '68 5	Union Transp'n (Bos.)...100	200,000		
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Mar. '68 5	Millville and Glassboro...100	406,020	F. & A.	Aug. '67 6	Union (Phila.)...50	291,465	J. & J.	Jul. '68 3
Chicago, Iowa & Nebras...100	2,600,000			Milw. & Prairie du Chien...100	2,986,081			Utica and Black River...100	834,400	J. & J.	Jul. '68 4
Chicago and Milwaukee...100	2,227,000	J. & D.	Dec. '68 5	Do. 1st pref. 100	3,214,250	Annual	Feb. '68 8	Vermont and Canada...100	2,500,000	J. & D.	Dec. '68 4
Chicago & N. Western...100	14,585,676	J. & D.	Dec. '68 5	Do. 2d pref. 100	1,011,400	Annual	Feb. '68 7	Vermont Central...100	5,000,000		
Do. pref. 100	16,356,287	J. & D.	Dec. '68 5	Milw. & St. Paul...100	4,598,383	J. & J.	Jan. '67 5	Vermont and Massachusetts...100	2,800,000	J. & J.	Jan. '69 2
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '68 10	Do. pref. 100	8,050,392	J. & J.	Jan. '67 5	Vicksburg and Meridian...100	357,400		
Cin. Ham. & Dayton...100	3,521,664	Sept.	Sep. '68 5	M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jul. '68 4	Virginia Central...100	8,355,676		
Cincinnati City Passenger...100		J'n & J'y	Jan. '68 2	Mobile and Ohio...100	3,762,400	J. & J.	Jul. '68 4	Virginia and Tennessee...100	3,497,791		
Do. Street...100		J. & J.	Jan. '68 2	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Western Union...100	2,707,693		
Cincinnati and Zanesville...50	1,676,845			Morris and Essex...50	3,616,350			West Jersey...100	304,150		
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jul. '68 6	Mt. Carbon & Pt. Carbon...50	282,350	J. & J.	July '68 6	West Philadelphia...50	249,100	J. & J.	Aug. '68 4
Clev. Col. & Ind. 100	10,450,000	F. & A.	Aug. '68 2	Nashua and Lowell...100	720,000	M. & N.	Nov. '68 5	Wilm. and Weldon...100	1,488,776		
Cleveland & Mahoning...50	2,056,400	M. & N.	Nov. '68 3	Nashville & Chattanooga...100	2,056,544			Winchester and Potomac...100	1,488,776	J. & J.	Jan. '69 3
Cleve. Painsv. & Asht...100	8,760,000	J. & J.	Jan. '69 4	Naugatuck...100	1,436,560	F. & A.	Aug. '68 5	Warren...100	1,517,650	J. & J.	Jul. '68 4
Cleveland and Pittsburgh...50	5,424,091	J.A.J.&O	Jan. '69 2	New Bedford & Taunton...100	600,000	J. & J.	Jan. '69 4	Worcester and Nashua...78	1,522,500		
Cleveland and Toledo...50	5,000,000	J. & J.	Jan. '69 4	New Haven & N. London...100	738,538						
Coh. Chi. & Indiana Cen. 100	11,420,000			N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68 5				
Columbus and Xenia...50	1,786,200	J. & J.	Jan. '68 4	New Jersey...100	6,000,000	F. & A.	Aug. '68 5				
Concord...50	1,500,000	M. & N.	Nov. '68 5	New London Northern...100	995,000	M. & S.	Mar. '68 4				
Concord & Portsmouth...100	350,000	J. & D.	Jun. '68 2	New York Central...100	28,537,000	F. & A.	Feb. '69 4				
Coney Island & Brooklyn...100	800,000			New York and Harlem...50	6,285,050	J. & J.	Jan. '69 4				
Cona. & Passump. Rivers...100	139,000			Do. pref. 50	1,500,000	J. & J.	Jan. '69 4				
Do. do. pref. 100	1,822,100	J. & J.	Jul. '68 3	New York and New Haven...100	6,000,000	J. & J.	Jan. '69 5				
Connecticut River...100	1,700,000	J. & J.	Jan. '69 5	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jul. '67 3				
Cumberland Valley...100	1,316,900	A. & O.	Apr. '68 4	Nlag. Bridge & Cananda...100	1,000,000	J. & J.	July '68 3				
Danbury and Norwalk...100	400,000			Ninth Avenue...100	797,400						
Dayton and Michigan...100	2,382,361	J. & J.	Jul. '68 3	North Carolina...100	4,000,000						
Delaware...50	694,260	J. & J.	Jul. '68 3	Northern Central...50	4,648,900	F.M.A.N.	Nov. '68 2				
Del. Lackaw. & Western...50	13,886,020	J. & J.	Jul. '68 5	North Eastern (S. C.) pref. 100	155,000						
Des Moines Valley...100	1,820,200			Northern of N. Hampsh...100	3,064,400	J. & D.	Dec. '68 4				
Detroit & Milwaukee...100	1,047,350			Northern of N. Jersey...100	159,100						
Do. pref. 100	1,500,000			North Pennsylvania...50	3,150,150						
D. Dock, E. B'dw. & Bat. 100	1,200,000			Norwich and Worcester...100	2,363,600	J. & J.	Jan. '69 3				
Dubuque and Sioux City...100	1,678,641	Annual	Jan. '69 4	Ogdensb. & L. Champ'n...100	3,024,000	F. & A.	Feb. '68 3				
Do. do. pref. 100	1,987,351	J. & J.	Jan. '69 2	Do. pref. 100	1,037,000	A. & O.	Oct. '68 4				
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '69 4	Ohio and Mississippi...100	20,000,000						
Eastern (N. H.)...100	492,500	J. & J.	Jan. '69 4	Do. pref. 100	5,500,000	J. & D.	Dec. '68 3				
East Pennsylvania...50	684,900			Oil Creek & Allegheny R. 50	4,259,000	J.A.J.&O	Jan. '69 2				
East Tenn. and Georgia...100	2,369,730			Old Colony & Newport...100	4,848,320	J. & J.	Jan. '69 3				
East Tenn. and Virginia...100	687,900			Orange and Newark...100	281,550						
Eighth Avenue (N. Y.)...100	1,000,000	J.A.J.&O	Jan. '68 4	Oswego and Syracuse...50	482,400	F. & A.	Aug. '68 4				
Elm. Jeffers. & Canand...100	600,000	F. & A.	Aug. '68 2	Pacific of Missouri...100	3,614,515						
Elmira & Williamsport...50	600,000	M. & N.	Nov. '68 2	Panama...100	7,000,000	J.A.J.&O	Jan. '69 6				
Do. do. pref. 50	500,000	J. & J.	Jul. '68 3	Patterson and Ramapo...100	248,500	J. & J.	Jul. '68 2				
Erie Railway...100	60,000,000	F. & A.	Feb. '66 4	Patterson and Hudson Riv' 100	630,000	J. & J.	Jul. '68 4				
Do. pref. 100	4,534,900	Annual	Jan. '68 7	Pennsylvania...50	21,045,750	M. & N.	Nov. '68 5				
Erie & Pittsburgh...50	6,34,300			Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '68 6				
Evansville & Crawfordav. 100	1,148,448			Philadelphia and Erie							

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.....	150,713	164,438	168,483	194,992	200,807	265,626	295,512	366,408	401,103	367,228	355,344	328,828	3,335,492
1865.....	289,445	347,211	432,340	358,045	472,483	410,800	493,882	596,584	541,481	678,446	634,245	575,365	5,825,386
1866.....	475,841	438,279	385,991	412,521	404,507	493,245	468,698	568,689	533,180	569,670	474,056	398,678	5,996,119
1867.....	377,852	380,190	459,555	407,018	468,102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5,167,371
1868.....	404,467	393,251	408,847	388,664	355,255	369,184	348,325	413,484	480,430	464,376	454,081	.....	.....
Chicago and Alton:													
1863.....	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	164,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,908	252,015	2,770,494
1865.....	280,605	275,283	289,063	258,480	322,278	355,270	335,985	409,251	401,280	367,956	307,919	236,824	3,440,092
1866.....	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,239	322,638	360,223	323,030	271,247	3,095,153
1867.....	343,787	167,832	235,951	282,165	335,510	342,358	354,244	415,982	408,999	426,762	359,102	330,109	3,592,861
1868.....	259,539	296,496	261,599	270,386	341,181	373,461	405,616	570,363	488,155	490,212	405,062	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,965	170,937	139,142	160,300	210,729	216,030	196,435	201,134	1,959,267
1864.....	153,785	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,868	336,617	321,037	3,095,470
1865.....	306,554	246,351	289,403	196,580	224,612	321,518	244,121	306,251	359,459	307,622	270,078	201,779	3,313,514
1866.....	241,385	183,885	257,220	209,069	277,506	306,693	238,226	317,977	400,941	428,474	345,028	260,265	3,466,922
1867.....	224,047	224,621	272,454	288,369	297,625	270,681	297,613	444,024	566,403	599,549	442,576	377,663	4,368,614
1868.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	559,900	401,100	.....	.....
Chicago and Northwestern:													
1863.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	469,830	566,145	490,710	519,306	609,065	729,759	716,378	665,400	6,114,566
1865.....	541,905	482,164	499,296	468,368	585,625	747,942	702,691	767,608	946,707	932,683	754,671	647,842	7,979,490
1866.....	622,566	390,917	525,745	537,519	585,948	808,524	797,475	1,000,086	1,200,216	1,010,592	712,559	529,430	9,299,430
1867.....	626,147	574,664	763,398	774,279	895,712	893,658	889,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,908	1,135,834	.....	.....
Eric:													
1862.....	699,097	601,595	638,066	628,070	587,416	528,842	595,024	615,992	756,421	838,136	902,906	963,859	8,400,334
1863.....	845,695	839,940	956,445	948,059	845,783	770,143	731,243	687,092	816,801	925,294	1,024,649	1,035,321	10,469,481
1864.....	984,837	934,133	1,114,508	1,099,507	1,072,283	1,041,975	994,317	1,105,364	1,301,095	1,222,668	1,224,909	1,354,217	13,429,643
1865.....	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,192	1,351,046	1,336,615	1,435,689	1,522,472	1,429,765	15,434,775
1866.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,245,636	1,208,243	1,236,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867.....	906,759	917,639	1,139,523	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1868.....	1,031,320	901,762	1,136,994	1,263,742	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	100,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,836	372,593	359,463	3,445,827
1863.....	271,085	299,944	275,643	289,224	334,887	407,992	343,929	511,305	478,676	495,433	457,679	424,531	4,171,023
1864.....	327,900	418,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	496,575	617,682	578,408	747,469	739,736	641,589	648,887	518,083	7,181,268
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	490,626	578,253	571,348	661,971	688,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	572,364	531,224	462,317	538,077	579,560	621,685	576,458	764,138	875,500	901,631	699,891	.....	.....
Marietta and Cincinnati:													
1865.....	96,672	87,791	93,763	78,607	76,248	107,525	104,008	115,184	125,252	116,405	116,146	105,767	1,224,058
1866.....	90,411	85,447	84,351	81,181	96,888	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,987	123,883	1,269,971
1868.....	92,433	81,599	98,482	108,461	95,416	95,242	108,413	126,556	121,519	126,061	119,169	.....	.....
Michigan Southern & Northern Indiana:													
1863.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	268,108	375,567	232,360	343,048	3,902,543
1864.....	256,600	304,445	338,454	330,651	287,126	316,258	278,891	358,892	402,219	407,167	498,934	411,806	4,130,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	428,177	496,655	429,546	352,218	4,660,828
1867.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,315	488,388	530,871	429,785	380,034	4,663,808
1868.....	362,021	338,335	381,497	455,983	400,486	368,550	301,495	436,781	512,523	532,061	410,005	.....	.....
Michigan Central:													
1862.....	230,159	169,658	151,902	175,696	186,639	174,002	172,189	216,624	298,956	322,269	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	399,704	306,186	3,168,065
1864.....	252,435	278,488	348,802	338,276	271,553	266,780	263,244	346,781	408,448	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	476,661	490,694	447,670	328,870	4,620,560
1866.....	282,439	265,796	337,158	362,733	365,196	335,063	324,962	399,640	429,161	498,640	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,210	362,783	383,952	294,077	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.....	368,487	350,884	333,281	435,629	458,718	458,094	423,247	522,545	1,023,620	1,037,434	.....	.....	.....
New York Central:													
1862.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	908,228	1,002,798	9,693,244
1863.....	920,272	790,167	867,590	911,597	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,167,818	11,099,853
1864.....	921,831	1,059,028	1,105,664	1,004,435	1,029,736	1,065,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	1,116,829	13,367,799
1865.....	957,869	613,381	955,659	1,246,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,576,128
1866.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	936,867	14,143,215
1867.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	239,139	258,223	313,914	271,527	304,643	304,463	349,285	344,700	350,348	372,618	412,553	294,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	306,454	278,701	310,762	302,426	281,613	3,380,583
1867.....	242,793	219											

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest.	WHEN PAYABLE.	Market Price.
			Payable.						Payable.		
National Securities, Dec. 1, 1868.											
Loan of Jan. 28, 1847.....registered	matured.	6	Jan. & July.	1867	100	Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	104
Loan of March 31, 1848.....registered	6	"	"	1868	100	"—S. Almsh. and State H. Loan	275,000	5	April & Oct.	1873-74	104
Texas Indemnity, of Sep. 9, 1850.....coupon	250,000	5	presentation.	Due.	100	"—Back Bay Land Loan	220,000	5	May & Nov.	1882	103
Loan of June 14, 1855.....registered	20,000,000	5	Jan. & July.	1874 118	100	"—Lun. Hosp. (W. Mass.)	150,000	5	April & Oct.	1888	103
Loan of June 22, 1860.....registered	7,022,000	5	"	1874 118	100	"—Funding Loan	75,000	5	June & Dec.	1888	103
Loan of June 22, 1860.....coupon	7,022,000	5	"	1871 126	100	"	172,000	5	"	70-72	120
Loan of Feb. 3, 1861.....registered	13,415,000	5	"	1871 126	100	"—Lun. Hosp. and State Prison	94,000	5	Jan. & July.	1874 128	128
Loan of Feb. 3, 1861.....coupon	13,415,000	5	"	1881 109	100	"—Lun. Hosp. (W. Mass.)	50,000	5	June & Dec.	1877 126	126
Oregon War Bonds of March 3, 1861	1,010,000	5	"	1881 114	100	"—Union Fund Loan	600,000	5	Jan. & July.	1877-78	107
Loan of July 17, 1861.....registered	264,246,300	5	"	1881 110	100	"—Coast Defense Loan	888,000	5	"	1883 107	107
Loan of Feb. 25, 1862 (5-20s).....registered	5	Jan. & July.	1881	109	100	"—Bounty Fund Loan	200,000	5	May & Nov.	1894 116	116
Loan of Feb. 25, 1862 (5-20s).....coupon	5	"	"	1881 114	100	"	4,379,500	5	"	1894 116	116
Loan of March 3, 1864 (5-20s).....registered	1,002,570,400	5	May & Nov.	1882 106	100	"—Union Fund Loan	3,996,000	5	Jan. & July.	1894 116	116
Loan of March 3, 1864 (5-20s).....coupon	1,002,570,400	5	"	1882 110	100	"	2,150,000	5	"	71-72	120
Loan of March 3, 1865 (5-20s).....registered	194,568,400	5	May & Nov.	1884 106	100	"—War Loan (currency)	2,113,000	5	Mar. & Sept.	1871-80	100
Loan of March 3, 1864 (10-40s).....registered	44,337,000	5	"	1884 107	100	"—Western R.R. Loan (sterling)	439,520	5	April & Oct.	1871-80	100
Pacific R.R. Bonds (currency)	44,337,000	5	Mar. & Sept.	1885 105	100	"—Eastern R.R. Loan	275,000	5	Jan. & July.	1871-80	100
Fresh's Notes (7-30s) June 30, '64: 3d series	matured.	7.5	Jan. & July.	1885 105	100	"—Southern Vermont R.R.	200,000	5	April & Oct.	1871-80	100
Fresh's Notes (7-30s) Mar. 3, '65: 3d series	matured.	7.5	Jan. & July.	1885 105	100	"—Troy and Greenfield R.R.	968,500	5	"	1871-80	100
Matured Debt not presented.	7,959,884	6	presentation.	1885 107	100	"	554,180	5	"	1871-80	100
Gold Certificates of Deposit.	23,255,240	6	presentation.	1885 107	100	Michigan—Sault Canal Bonds	100,000	5	Jan. & July.	1878 93	93
Compound Interest Notes 1864 '65	358,021,073	6	At maturity.	1886 105	100	"—Renewal Bonds	216,000	5	"	1878 93	93
United States Notes (greenbacks)	358,021,073	6	"	1887 106	100	"—Two Million Loan Bonds	1,750,000	5	"	1878 93	93
Three per cent. certificates.	358,021,073	6	"	1887 106	100	"	250,000	5	"	1888 99	99
Fractional currency	358,021,073	6	"	1887 110	100	"—War Loan Bonds	1,111,500	5	"	1888 99	99
Navy Pension Fund	358,021,073	6	"	1904 102	100	"—Bounty Loan Bonds	463,000	5	May & Nov.	1890 100	100
		3	"	1904 105	100	Minnesota—State Building Loan	100,000	5	Jan. & July.	1877 100	100
						"—Railroad Loan Bonds	2,275,000	5	"	1877 100	100
						Mississippi—State Bonds (Planters' Bank)	2,000,000	5	"	1877 100	100
						"	5,008,000	5	"	1877 100	100
						Missouri—State Bonds	622,000	5	Jan. & July.	1878 90	90
						"—Hannibal and St. Joseph R.R.	3,000,000	5	"	1878 90	90
						"—Pacific R.R.	7,000,000	5	"	1878 90	90
						"—Southwestern R.R.	4,500,000	5	"	1878 90	90
						"—North Missouri R.R.	4,350,000	5	"	1878 90	90
						"—Iron Mountain R.R.	3,500,000	5	"	1878 90	90
						"—Cairo and Fulton R.R.	650,000	5	"	1878 90	90
						"—Platte County R.R.	700,000	5	"	1887 100	100
						New Hampshire—War Loan of July 1, 1864	1,194,100	5	Jan. & July.	1878 100	100
						"	600,000	5	May & Nov.	1878 100	100
						"	609,500	5	April & Oct.	1877 100	100
						"	500,000	5	Jan. & July.	1869 99	99
						New Jersey—War Loan of 1861 (free)	1,798,900	5	Jan. & July.	1878 100	100
						"	1,002,900	5	"	1878 100	100
						"	798,400	5	"	1878 100	100
						New York—General Fund Bonds	700,000	5	J. A. J. & O.	1870 103	103
						"—Bounty Fund Bonds	2,569,000	5	Jan. & July.	1877 109	109
						"	27,726,500	5	"	1877 109	109
						"	1,198,780	5	"	1878 100	100
						"	500,000	5	"	1878 100	100
						"	800,000	5	"	1878 100	100
						"	800,000	5	"	1878 100	100
						"—Canal Fund Bonds	3,050,000	5	J. A. J. & O.	1871 100	100
						"	6,000,000	5	"	1873 101	101
						"	2,250,000	5	"	1874 101	101
						"	1,400,000	5	"	1875-77	102
						"	909,607	5	Jan. & July.	1878 100	100
						"	442,960	5	May & Nov.	1868 99	99
						"	200,000	5	Jan. & July.	1875 99	99
						"	800,000	5	"	1878 100	100
						"—Canal Fund Bonds	1,168,000	5	J. A. J. & O.	1868 99	99
						"	167,000	5	"	1871 93	93
						"	4,500,000	5	"	1874 93	93
						North Carolina—State Bonds	366,000	5	Various.	1869-78	61
						"	8,334,000	5	Jan. & July.	1871-90	100
						"	650,000	5	April & Oct.	1870-91	100
						"	3,500,000	5	Jan. & July.	1900 62	62
						"	280,366	5	Jan. & July.	1868 100	100
						"	2,183,532	5	"	1870 100	100
						"	1,600,000	5	"	1875 101	101
						"	4,096,309	5	"	1881 100	100
						"	2,400,000	5	"	1886 102	102
						Oregon—State Bonds (Relief and Bounty)	218,674	5	Jan. & July.	1875 100	100
						Pennsylvania—State Bonds	4,993,000	5	Various.	1877-82	95
						"	5,083,052	5	"	1878-79	100
						"	400,000	5	April & Oct.	1879 100	100
						"—Inclined Plane Bonds	92,850	5	Jan. & July.	1877 100	100
						"—State Bonds, 1st series	99,480	5	"	1882 100	100
						"	720,988	5	"	1892 100	100
						"	4,907,150	5	"	1877 105	105
						"	7,909,520	5	"	1882 106	106
						"	9,270,017	5	"	1892 107	107
						"	3,000,000	5	Feb. & Aug.	1871 101	101
						Rhode Island—State War Bonds of 1861	468,500	5	April & Oct.	1871 100	100
						"	1,196,000	5	Mar. & Sept.	1882 100	100
						"	269,000	5	April & Oct.	1883 100	100
						"	776,000	5	Jan. & July.	1893 100	100
						"	917,000	5	Feb. & Aug.	1894 100	100
						South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	1869-70	100
						"—State Bonds (various)	3,275,000	5	Jan. & July.	1871-90	100
						"	1,210,803	5	"	1887 100	100
						"	1,949,430	5	April & Oct.	1868 60	60
						Tennessee—State Bonds	239,167	5	"	1868 68	68
						"	1,706,000	5	"	1868 68	68
						"—Railroad, &c., Loan Bonds	14,006,000	5	Jan. & July.	1870-71	100
						"	2,207,000	5	"	1882 69	69
						"	6,000,000	5	"	1882 69	69
						"—New Bonds	1,667,500	5	June & Dec.	1871-78	100
						Vermont—State War Bonds	1,865,000	5	Jan. & July.	1871-78	100
						Virginia—State Bonds (sterling)	466,250	5	"	1871-78	100
						"	108,000	5	"	1871-78	100
						"	21,869,398	5	"	1871-78	100
						"	10,900,000	5	"	1871-78	100
						"	1,379,500	5	"	1871-78	100
						"	489,200	5	"	1871-78	100
						"	89,600	5	"	1871-78	100
						Wisconsin—State Bond	408,100	5	Jan. & July.	1877-80	100

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1887 for \$350,000	\$259,000	6	Feb. & Aug.	Philadelphia.	1897	90½
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	125,000	6	"	Boston.	18—	....
Land Mortgage.....	550,000	7	"	"	1887	....	Cape May and Millville:						
2d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	"	New York.	18—	....
Interest Coupon.....	304,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.....	202,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	699,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	"	"	New York.	1916	92½
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1896	....	Central Branch Union Pacific:						
Androscoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	1896	....
Ashuelot:							Central of Georgia:						
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100½
1st Mortgage (Pennsylvania).....	2,151,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Ohio).....	3,740,900	7*	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	85
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1896	103
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	109
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	1883	106½
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	1895	....
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Chesaw and Darlington:						
1st mortgage (Bainbridge Ext.)...	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	"	Charleston.	1870	....
Consol. Mort. (\$2,000,000) free.....	500,000	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	"	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund) ..	1,500,000	6	Various.	B. & N. Y.	1868-70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	1875-80	92
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1884.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100½
Loan of 1885.....	894,250	6	Jan. & July.	"	1875	95	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	102
Loan of 1886.....	602,000	6	"	"	1880	96½	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	88
Loan of 1887.....	1,744,500	6	April & Oct.	"	1885	94	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1885.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111½
Northwestern Va. R. R. 2d Mort.	493,000	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	....	2d Mortgage.....	941,000	7*	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
Belleville:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)...	1,225,000	7	Jan. & July.	New York.	1870-90	....	Chicago and Great Eastern:						
2d Mortgage.....	483,000	7	"	"	1870	....	1st Mortgage.....	5,600,000	7	April & Oct.	New York.	1895	73
Belleville and Snow Shoe:							1st Mortgage (convertible).....	7	"	"	"	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:						
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
1st Mortgage (guar. by C. & A.)...	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee (45 m.):						
2d Mortgage (guar. by C. & A.)...	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage (C. and N. W.).....	897,000	7	May & Nov.	New York.	1874	90
3d Mortgage (guar. by C. & A.)...	745,000	6	Feb. & Aug.	"	1877	77½	2d Mortgage.....	37,900	7	Feb. & Aug.	"	1870	....
Blue Ridge, S. Car.:							Chicago and Northwestern:						
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Prof. sinking fund b'ds (193 m.)	1,240,500	7	Feb. & Aug.	New York.	1885	96½
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1885	91½
1st Mort. (Agricultural Br. R.R.)...	100,000	6	Jan. & July.	Northboro'.	1875	....	General 1st Mortgage.....	8,595,500	7	Feb. & Aug.	"	1885	91
1st Mortgage (B. C. and F. R.R.)...	300,000	6	"	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	92
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....
1st Mort. (Cone. to War. 71 m.)...	200,000	7	Feb. & Aug.	New York.	1865	....	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22½ m.)...	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22½ m.)...	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....
Sinking Fund Mortgage.....	500,000	6	"	Boston.	1889	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	90
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	1882-71	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82½	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	101
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	92½	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....
Boston and Lowell:							1st Mortgage (Peninsula R.R.)...	1,075,000	7	March & Sept.	"	1899	....
Company bonds (no mortgage).....	440,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R. W. 85 m)	1,068,000	7	Jan. & July.	"	1899	90
Company bonds (no mortgage).....	200,000	6	April & Oct.	"	1879	95	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1898	....
Company bonds (no mortgage).....	304,000	6	"	"	1887	....	Chicago, Rock Island and Pacific:						
Company bonds (no mortgage).....	94,382	6	April & Oct.	Boston.	68-77	....	1st Mortgage (C. & R. I. R.R.)...	1,397,000	7	Jan. & July.	New York.	1870	100
Buffalo, Bradford and Pittsburg:							1st Mort. (C. R. I. and P. R. R.)	6,099,000	7	"	"	1890	97
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	Cin. & Chic. A.L. (C.C. & I.C.R.R.)						
Buffalo, Corry and Pittsburg:							1st Mortgage.....	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (B. C. & P. of Pa.)...	100,000	7	Jan. & July.	Pittsburg.	18—	....	Sinking Fund.....	7	May & Nov.	"	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	Cincinnati, Dayton and Eastern:						
Buffalo and Erie:							1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
Co. bonds (Erie and Northeast)...	300,000	7	"	"	1886	....	Cincinnati and Indiana:						
Buffalo, New York and Erie:							1st Mortgage.....	2,000,000	7	"	New York.	1895	76
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	100	Cincinnati and Indianapolis June:						
2d Mortgage.....	380,000	7	May & Nov.	"	1872	....	1st Mortgage.....	1,200,					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesville and Ashtabula:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage.....	1,000,000	7	" "	" "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	92
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	86
1st Mort. (June R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	928,500	7	June & Dec.	" "	1888	82
1st Mort. (June R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886		Sterling Loan \$800,000	3,875,520	7	March & Sept.	London.	1875	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	103	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.	370,200	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	74	1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	
2d Mortgage.....	816,000	7	" "	" "	18—		Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000	573,800	6	June & Dec.	Boston.	1876	100	1st Mortgage.....	815,000	7	" "	New York.	18—	
Notes.....	300,000	7	" "	" "	1876		Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	96	2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	
Connecting:							Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:						
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Nov. 1852.....	397,000	6	Jan. & July.	New York.	1869		Grand Trunk (Can.)						
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	" "	1869		1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	
Bonds of July 1867.....	93,000	6	" "	" "	1877		2d Preference Bonds.....	7,355,986	5	" "	" "	18—	
Cumberland and Pennsylvania:							3d Preference Bonds.....	3,414,094	4	" "	" "	18—	
1st Mortgage for \$1,000,000.	898,000	6	March & Sept.	New York.	1891		4th Preference Bonds.....	25,592,860	4	" "	" "	18—	
Cumberland Valley:							Equipment Bonds.....	2,433,333	6	April & Oct.	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		Great Western of Canada:						
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Government Loan \$573,688.....	2,782,387	6	" "	Ottawa.	18—	
Danbury and Norwalk:							Mortgage Bonds \$815,200.....	2,983,720	6	" "	London.	73-76	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80		Mortgage Bonds \$547,000.....	2,652,950	5	" "	" "	77-78	
Dayton and Michigan:							Stock Debentures \$46,700.....	226,500	5	" "	" "	irred.	
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867		Great Western of Illinois:						
2d Mortgage.....	2,589,000	7	" "	" "	1881		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94		1st Mortgage (General).....	2,500,000	7	" "	" "	1888	90
Dayton and Union:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	76
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Greenville and Columbia:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	
Income Bonds.....	251,000	6	" "	" "	79 aft		1st Mortgage.....	1,000,000	7	" "	New York.	18—	37
Dayton and Western:							Hannibal and St. Joseph:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	90
2d Mortgage.....	463,000	6	June & Dec.	" "			State Loan of 1855.....	1,500,000	6	" "	" "	1885	
Delaware:							Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	93	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	110
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	
State Loan.....	170,000	6	" "	" "	1876		Harrisburg and Lancaster:						
Delaware, Lackawanna & Western:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Hartford and New Haven:						
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	98	Hartford, Providence and Fishkill:						
Des Moines Valley:							1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hempfield:						
Detroit and Milwaukee:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Housatonic:						
2d Mortgage.....	1,000,000	8	" "	" "	1884		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		2d Mortgage.....	96,000	7	" "	" "	1885	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Houston and Texas Central:						
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886		Texas State Loan, sinking fund.	432,000	6	Aprn & Oct.	New York.	67-69	
Detroit, Mon. & Tol. (M.S. & N.L.)							1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Land Mort. S. F. (\$20,000 p. m.)		6	" "	" "	1891	
Detroit and Pontiac (Det. & Mil.)							Hudson River:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		1st Mortgage (Div.).....	1,954,000	7	" "	" "	1869	100
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	" "	" "	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	104
1st Mortgage (construction).....	690,000	7	" "	" "	1894		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	
East Brandywine & Waynesboro:							Illinois Central:						
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	5,090,500	7	April & Oct.	New York.	1875	114
Eastern:							Construction.....	2,499,000	6	" "	" "	1875	
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	68-72		Redemption.....	2,563,000	6	" "	" "	1890	
2d Mortgage, (convert. sterling).....	420,000	5	Jan. & July.	London.	1872		Redemption, sterling.....	363,000	6	" "	London.	1875	
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
East Pennsylvania:							Indianapolis, Cin. and Lafayette:						
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		1st Mortgage (Ind. and Cin.)	500,000	7	Jan. & July.	New York.	1866	
East Tennessee and Georgia:							Indianapolis and Madison:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee Loan (1866).....	449,830	6	" "	" "	1893		Jackson, Lansing and Saginaw:						
Mortgage (old).....	643,000	6	" "	" "	1880		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	
Mortgage (new).....	124,900	7	" "	" "	1880		Jeffersonville (J. M. & I.):						
East Tennessee and Virginia:							1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		2d Mortgage.....		7	April & Oct.	" "	1873	
Tennessee Loan (1866).....	600,000	6	" "	" "	1893		Jeffersonville, Madison & Indian:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—		1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1906	
Edgfield and Kentucky:							Louisville Loan (endorsement).....	150,000	6	" "	" "	1882	
Tennessee Loan.....	679,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1874	
1st Mortgage.....	1,059,000	7	Jan. & July.	Philadelphia.	1880	95	Joliet and Northern Indiana:						
Plain Bonds.....	679,000	8	April & Oct.	" "	1872	60	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1893	
European and North American:							Junction, Philadelphia:						
1st Mortgage, S. F., £411,000.....		8	Jan. & July.	London.	18—		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexington)	\$123,000	7	— & —	New York.	1872	....	1st Mortgage	\$900,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.)	844,000	7	— & —	"	1882	....	2d Mortgage for \$1,500,000	850,000	8	Jan. & July.	"	1870	....
3d Mortgage (do.)	226,000	7	— & —	"	1885	....	Tennessee State Loan	317,800	6	"	"	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	....	1st Mortgage Bonds	\$250,000	6	— & —	"	18—	....
Income	100,000	7	"	"	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling	4,503,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1893	....	2d Mortgage, Sterling	1,669,800	6*	Jan. & July.	Mobile.	1882	62
Knoxville and Kentucky:							Tennessee Loans	388,900	6	May & Nov.	New York.	1891	....
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '63 and '67	554,421	8	"	Mobile.	1887	19
Tenn. State Loan (new)	800,000	6	"	"	1893	....	Liquidation (10 year) bonds	697,900	8	"	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds	129,000	8	"	Mobile.	1882	38
1st Mortgage	7	Jan. & July.	New York.	1875	....		Montgomery and Eufala:						
1st Mortgage (Extension)	7	March & Sept.	Philadelphia.	1885	....		1st Mortgage, endorsed by Ala.	100,000	8	March & Sept.	New York.	1886	....
2d Mortgage	7	April & Oct.	"	1880	....		Montgomery and West Point:						
2d Mortgage (Extension)	7	May & Nov.	"	1890	....		Income Bonds	305,900	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds	719,500	8	"	"	1876	....
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds	5,000,000	7	"	"	1881	92
Lehigh and Lackawanna:							Morris and Essex:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage, Sinking Fund	3,000,000	7	May & Nov.	New York.	1914	96 1/2
Lexington and Frankfort:							2d Mortgage	7	Feb. & Aug.	"	"	1891	93
1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	....	Nashville and Chattanooga:						
Lehigh Valley:							1st Mortgage, endorsed by Tenn.	1,593,000	6	Jan. & July.	New York.	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	....	Tenn. State Loan	150,000	6	"	"	18—	....
New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	90	Tenn. Coupons Funded	429,270	6	"	"	18—	....
Little Miami:							Nashville and Decatur:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'93	....
Cincinnati Loan	100,000	6	"	Cincinnati.	1880	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Little Schuylkill:							Nashville and Northwestern:						
1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	....	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Long Island:							2d Mortgage	792,050	6	"	"	'71-'83	....
1st Mortgage	500,000	6	Jan. & July.	New York.	1870	....	Naugatuck:						
Hunter's Point Extension	175,000	6	Feb. & Aug.	"	1890	....	1st Mortgage, Convertible	246,000	7	Jan. & July.	Bridgeport.	1876	....
Glen Cove Branch	150,000	6	May & Nov.	"	1893	....	Newark and New York:						
Louisville, Cincln. and Lexington:							1st Mortgage	600,000	—	— & —	New York.	18—	....
1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	....	New Bedford and Taunton:						
Louisville and Frankfort:							1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	....	New Brunswick and Canada:						
Louisville Loan	100,000	6	"	"	1881	....	1st Mortgage, Sterling	1,100,900	6*	May & Nov.	London.	1867	....
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	....	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'70-'75	....	2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	New Haven and Northampton:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	....	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1890	....
Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	....	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	....	New Jersey:						
Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	....	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'78-'87	....
Consolid. 1st mort. for \$8,000,000	7	"	"	"	1893	....	New London Northern:						
Louisville, N. Albany & Salem							1st Mortgage	60,000	7	Jan. & July.	New London.	1875	....
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
Macon and Brunswick:							N. Orleans, Jackson & Gt. North:						
1st Mort. endorsed by Georgia	190,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
McMinnville and Manchester:							2d Mortgage for \$3,000,000	1,012,000	8	"	"	1890	70
Tenn. State Loan	772,000	6	Jan. & July.	New York.	....		N. Orleans, Opelousas & Gt. Win:						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889	46
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Premium, Sinking Fund Bonds	6,189,954	6	May & Nov.	New York.	1883	92
\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876	102 1/2
Bangor City Loan	660,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks	594,000	6	"	"	1883	....
Marietta and Cincinnati:							Bonds for real estate	165,000	6	"	"	1883	....
1st Mortgage	2,268,385	7	Feb. & Aug.	Baltimore.	1892	80 1/2	Bonds and mortgages	176,865	7	various	"	var.	....
1st Mortgage, Sterling	1,000,000	7*	"	London.	1892	....	Convertible bonds	453,000	7	Feb. & Aug.	"	1876	120
2d Mortgage	520,000	7	May & Nov.	Baltimore.	1893	73	Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887	94
Scioto and Hocking Valley	300,000	7	"	"	1894	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage	125,000	7	— & —	New York.	18—	....
Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1890	85	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
2d Mortgage	1,009,000	7	Jan. & July.	"	1885	....	3d Mortgage of 1853	93,500	7	Jan. & July.	"	1893	....
Memphis, Clarksville & Louisv.:							Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893	....
Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	76	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage	1,063,500	6	April & Oct.	New York.	1875	96
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land)	600,000	8	May & Nov.	"	1890	....	1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Michigan Central:							Improvement Bonds	100,000	7	Jan. & July.	"	1881	....
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	....	Extension Bonds	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	Norfolk and Petersburg:						
1st Mortgage, dollars, convertible	1,777,000	8	"	"	1869	....	1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70	72 1/2
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	New York.	1869	115	2d Mortgage	328,600	8	"	"	'65-'70	80
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	114	2d Mortgage for \$300,000	6,000	8	"	Norfolk.	1869	....
Michigan Southern & North. Ind.:							North Eastern:						
1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	97	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage	2,693,000	7	"	"	1877	92	2d Mortgage for \$300,000	145,000	7	"	"	1868	....
Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	....	Interest Certificates	228,986	7	Jan. & July.	"	1875	....
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	....	North Missouri:						
Mifflin and Centre County:							1st Mortgage for \$6,000,000	3,000,000	7	Jan. & July.	New York.	1899	83 1/2
1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1890	92
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chatel Mortgage	377,365	10	April & Oct.	"	1887	108
3d Mortgage, ("")	10,500	7	June & Dec.	"	1898	....	2d Mortgage	274,500	7	— & —	"	18—	87
Milwaukee and Prairie du Chien:							North Shore, S. I.:						
1st Mortgage	390,500	7	Jan. & July.	New York.	1891	....	1st Mortgage	110,200	7	— & —	New York.	18—	....
Milwaukee and St. Paul:							Northern Central:						
1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	92 1/2	1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage	1,476,000	7	April & Oct.	"	1884	90	2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	86 1/2
1st Mortgage (P. du C.)	3,582,000	8	"	"	18—	103 1/2	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900	86 1/2
2d Mortgage (P. du C.)	739,000	7 1/2	"	"	18—	96 1/2	Northern New Hampshire:						
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	90	Company Bonds	145,000	6	April & Oct.	Boston.	1874	....
Minnesota Valley:							Northern New Jersey:						
1st Mortgage \$6,000 per mile	100,000	7	Jan. & July.	New York.	1896	....	1st Mortgage	300,000	7	Jan. & July.	New York.	18—	....
Mississippi Central:							North Western Virginia:						
1st Mortgage	1,246,000	7	May & Nov.	New York.	18—	6	1st Mortgage	493,000	6	— & —	Baltimore.	18—	95
2d Mortgage	1,617,000	8	Feb. & Aug.	"	18—	47	2d Mortgage (B. & O. R. R. Co.)	493,000	6	Jan. & July.	"	1875	90 1/2
Tenn. State Loan	1,076,980	6	Jan. & July.	"	1890	3d Mortgage (B. & O. R. R. Co.)	493,000	6	"	"	1880

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1867.....	\$329,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....	800,000	8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	101 1/2	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 in.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1874	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1882	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1898	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000	6,000,000	7	Jan. & July.	"	1898	89	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1892	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	96 1/2	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	80 1/2	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101 1/2	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	6	May & Nov.	Richmond.	1875	74	Virginia State Loan.....	608,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	6	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	69
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	"	1877	72 1/2	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '68 & '69	249,962	7	"	"	'92-'93	....	4th Mortgage.....	604,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....	7	— & —	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
Pacific Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,600,000	7	"	"	'68-'70	96	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000	7,000,000	6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
2d Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free	7*	Feb. & Aug.	N. Y. & Lond.	1919	97 1/2	
3d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensburg:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	731,800	7	"	"	1880	....
1st Mort. " Harrisb. to Pittsb. {	4,972,000	6	Jan. & July.	Philadelphia.	1880	100 1/2	1st Mort. (Potsdam & Watert.)..	611,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " " " " " " {	2,597,000	6	April & Oct.	"	1875	95 1/2	Rutland and Burlington:						
3d Mort. " " " " " " " " {	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	161 1/2
General Mortgage.....	59,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Debentures...	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94 1/2
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	80
Philadelphia and Baltimore Cent.:							St. Louis and Iron Mountain:						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	86 1/2
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99 1/2	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	85 1/2	Equipment Bonds, free.....	10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	81	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000	8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norist:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,600	6	April & Oct.	Philadelphia.	1870	105 1/2	2d Mortgage and Land Grant....	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £780,000	7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49.	2,497,800	6	"	"	1880	93	General Mort., dol. for \$7,000,000	7	"	New York.	18—	....
Bonds of 1867, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1836, Sterling.....	182,400	6*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	258,000	7	April & Oct.	Philadelphia.	1893	105	1st Mortgage.....	226,900	6	— & —	Boston.	1876	98 1/2
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	70
Philadelphia, Wilmington & Balt.:							2d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1868.....	1,000,000	6	April & Oct.	"	'71-'76	96	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	416,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schnykill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	103	Schnykill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	1st Mortgage.....	210,000	7	— & —	New York.	1880
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912								

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction...	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	...
South Carolina:							West Wisconsin:						
Sterling Bonds \$452,912	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds \$50,051	262,366	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74		1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1878	...
Domestic Bonds	585,500	7	"	"	'68-'72		2d Mortgage, registered	562,000	8	April & Oct.	"	1878	...
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	98½
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—		Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	...
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887		Sterling Loans, \$899,900	4,319,520	5*	April & Oct.	London.	'68-'71	
2d Mort., guar. by Petersburg	800,000	6	"	Petersburg.	'70-'75		Dollar Bonds	936,500	6	"	Boston.	1876	98½
3d Mort. (for City Point R. R.)	175,000	6	"	"	'68-'74		Western Maryland:						
4th Mortgage	314,800	6	"	"	'70-'72		1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	78
5th Mortgage	119,000	8	"	"	'03-'09		1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	94½
South Side, La. I.:							2d Mort. for \$800,000, end. by B.	150,000	6	"	"	1890	85
1st Mortgage	750,000	7	March & Sept.	New York.	1887		2d M. for \$800,000, end. by W. Co.	150,000	6	"	"	1890	...
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85		1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	79
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	...
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	800,000	7	Jan. & July.	New York.	1885		1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	.....	18—	...
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	...
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	...
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		Wilmington and Manchester:						
Steubenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1866	...
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870		2d Mortgage	200,000	7	May & Nov.	"	1878	...
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1864	...
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Bonds secured by W. & W. stks.	75,000	7	Jan. & July.	"	1862	...
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Consol. Mortgage for \$2,000,000	.....	7	May & Nov.	New York.	'92-'02	...
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876		1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	...
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	91½
1st Mortgage	200,000	7	Jan. & July.	New York.	18—		Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1896	...
Tloga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872		Tenn. State Loan	1,098,259	6	Jan. & July.	New York.	'88-'96	...
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Stg. State Loan	85,333	6	August	Richmond.	...	...
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1867	...
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,600,000	7	Feb. & Aug.	"	1896	84½	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	...
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Pol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	92½	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1867	...
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	92	York and Cumberland (N. Cent.):						
2d Mort. (Pol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	82	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	...
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	74	2d Mortgage	25,000	6	Jan. & July.	"	1871	...
Equipmt Bonds (T. & W. 76 m.)	600,000	7	"	"	1883	74	3d Mortgage	500,000	6	"	"	1877	...
S. F. B. (Tol. W. & W. 499 m.)	299,000	7	April & Oct.	"	1871	73	CANAL BONDS:						
Consol. M. (T. W. & W. 499 m.)	1,890,000	7	J. A. J. & O.	"	1907		Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage	800,000	7	Jan. & July.	New York.	1887		Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...
3d Mortgage	650,000	7	May & Nov.	"	1875		Sterling, guaranteed	4,375,000	5*	"	London.	1890	...
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882		Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1865	...
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873		1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	...
2d Mortgage, guaranteed	180,000	6	"	"	1877		Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	...
1st Mortgage	1,834,000	7	June & Dec.	New York.	1906		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	...
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free	20,168,000	6*	Jan. & July.	New York.	1897-8	102	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8	...	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	...
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	...
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	...	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	...	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	...
1st Mortgage	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	...
2d Mortgage (Gov. subsidy)	6,400,000	6	Jan. & July.	"	1895	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1866	77½	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1867	37	2d Loan	5,606,122	6	"	"	1884	81½
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103	3d Loan	2,000,000	6	"	"	1897	...
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	87½
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883		Convertible Loan	1,201,850	6	"	"	1877	72
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860		1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	...
2d Mortgage	114,000	6	"	Boston.	1860		2d Mortgage	57,000	6	"	"	18—	...
3d Mortgage	293,200	7	"	New York.	1859		Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	...
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890		2d Mortgage	302,750	6	"	"	1876	...
" " 2d class	850,000	7	or	"	1890		Boat Loan	232,087	6	"	"	1885	85½
" " 3d class	164,000	7	April & Oct.	"	1890		North Branch:						
" " 4th class	1,263,000	7	"	"	1890		1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	...
Funded Coupons	420,000	7	"	"	...		Schuylkill Navigation:						
Special Loan	200,000	8	"	"	...		1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	69
State Loan	210,000	6	Jan. & July.	New York.	1891		Improvement Loan	1,601,670	6	May & Nov.	"	1876	65
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880		Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872		Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	...
3d Mortgage	983,000	6	"	"	1884		Coupon Bonds	1,250,000	6	"	Baltimore.	1878	58
Income and other unsecured bds	116,12½	8	"	Richmond.	'70-'78		Preferred Interest Bonds	325,000	6	"	"	1894	...
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	4½ 4,000	6	Jan. & July.	New York.	1873		1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	14½
2d Mortgage	23,500	6	"	"	1879		West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884		1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	...
Income Bonds	138,500	6	"	"	1866		Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1879	76
Warren:							MISCELLANEOUS BONDS:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875		American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C.R.R. Co., N.J.	2,000,000	7	Jan. & July.	New York.	1886	98
1st Mortgage	1,987,000	7	— & —	Philadelphia.	18—	85	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	...
1st Mortgage	85,000	7	April & Oct.	New York.	1880		Bonds of American Tel. Co.	89,500	7*	Jan. & July.	"	1873	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "Nil," and missing data (---) signify "Not ascertainable."

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Dec. 31, 1867 137.9 0.9 60.31-

Dec. 31, 1867	1867	1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																Value of Shares.								
Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.		Value of Shares.						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.		Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
July 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
June 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Oct. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Nov. 30, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Dec. 31, 1867	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Sept. 30, 1867	10.0	10.0	10.0	1																				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length completed: equal in single trk.	In progress or projected.	Equip- ment.	Companies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.	Earnings.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No. No. No.		\$	\$	Bonded Debt. Floating Debt.	Gross. Net.	P. c.		
30 Nov. '67	3.53			MASSACHUSETTS.							
30 Nov. '67	6.84		265 38	Boston and Chelsea	110,000	119,000		8,800	7,396	6.8	37
30 Nov. '67	23.31			Broadway, Boston	402,468	325,000		187,427	29,450	9.5	62
30 Nov. '67	3.99		48 8	Cambridge	877,894	727,800	150,000	54		9.0	98
30 Nov. '67	12.50		106 32	Lowell (Horse)	66,908	55,850		1,686	27,268	5,538	
0 Nov. '67	3.60			Lynn and Boston	239,426	200,000	50,000	48,954	154,987	losa.	10
30 Nov. '67	3.08			Malden and Melrose	60,246	200,000	65,758	24,138	losa.		25
30 Nov. '67	42.99		791 166	Marginal Freight	91,543	94,200					
30 Nov. '67	7.21		254 42	Medford and Charlestown	39,600	21,000	8,000	23,442	2,240		50 25
30 Nov. '67	3.25		23 7	Metropolitan (Boston)	1,523,225	1,250,000		183,198	736,709	129,635	10
30 Nov. '67	2.13		6 2	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	60
30 Nov. '67	4.45		55 9	Northampton & Willamsb.	300,000	800,000		2,318	14,273	1,125	
30 Nov. '67	7.10		60 17	North Woburn street	27,242	17,300		13,500	368	losa.	
30 Nov. '67	3.74		12 3	Quincy	158,840	71,600	63,424	57,692	32,226	losa.	
30 Nov. '67	2.61		440 68	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	losa.	
30 Nov. '67	0.84			Somerville	75,000	75,000		4,500	4,500		30
30 Nov. '67	2.76			Stoneham street (Boston)	37,300	33,000		8,589	89		
30 Nov. '67	4.06			Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)				
30 Nov. '67				Union (Transportation)	808,870	200,000	24,000	117,942	368,851	13,015	6
30 Nov. '67				Winnisimmet	62,152	58,300		238	4,300	8,867	4
30 Nov. '67				Worcester	89,573	75,800	72,000	26,000			
31 Jan. '64	3.0	3.0	45 7	CONNECTICUT.							
31 Dec. '62	8.5		11 3	Fairhaven and Westville	103,000	100,000					8
				Hartford and Wethersfield	300,000	300,000					
30 Sep. '67	7.37		87 6	NEW YORK.							
30 Sep. '67	2.00		53	Albany	139,414	98,000	40,000	71,961	15,873		100
30 Sep. '67	10.10		37	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	100
30 Sep. '67	15.01		103	Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,736	28,744	8
30 Sep. '67	7.00		107	Broadway & 7th Ave., N. Y.	608,318	2,100,000	150,000	687,433	253,214	3	100
30 Sep. '67	11.30		19	Brooklyn, Bath & Coney Is'd	186,259	99,850	80,000	85,172	27,253	3,994	100
30 Sep. '67	11.30		19	Brooklyn City	1,800,813	1,600,000	300,000	1,311,229	195,907	12	100
30 Sep. '67	11.30		19	Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	100
30 Sep. '67	11.30		19	Brooklyn City & Rock. B'g	125,586	107,700	45,000	15,085	6,352		100
30 Sep. '67	21.00		57 22	Brooklyn Central & Jamaica	986,783	488,100	498,810	47,303	192,290	9,470	100
30 Sep. '67	8.15			Buffalo Street	184,557	50,000	50,000	108,500	76,933	16,285	100
30 Sep. '67	1.76			Central City (Syracuse)	29,130	21,130	6,000	1,400	17,456	4,786	84
30 Sep. '67	24.00		121 14	Cent'l Pk. N. & E. Riv. (N. Y.)	1,629,965	1,031,500	550,000	54,827	331,915	16,285	100
30 Sep. '67	14.92			Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	100
30 Sep. '67	22.19		201	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5
30 Sep. '67	18.00		162	Elgin Avenue	1,420,972	1,000,000	205,000	792,574	139,965	12	100
30 Sep. '67	10.24		49	42d St. & Grand St. Ferry	1,041,204	748,000	280,000	300,969	94,714	6	100
30 Sep. '67	5.50			Grand St. & Newtown (W'g)	172,000	170,000	38,000	5,000	74,420	18,793	94
30 Sep. '67	5.50			Genesee & Water St. (Syr.)	42,194	42,000		8,705	419		100
30 Sep. '67	8.36			Greenpoint & Williamsb'g	144,000	42,300	100,000	3,900			100
30 Sep. '67	10.00		21 3	Harlem Br. Morris & Ford'm	227,400	95,900	124,000	7,600	69,603	4,578	100
30 Sep. '67	3.58			Kingston and Rondout	78,510	75,000		27,600	1,520		100
30 Sep. '67	7.00		17	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	100
30 Sep. '67	12.20		38	Ninth Avenue	466,295	797,320	167,000	92,671	16,881		100
30 Sep. '67	6.76			Niagara street (Buffalo)	118,083	80,000	40,000	1,247	66,476	3,345	100
30 Sep. '67	10.00		41	Rochester City & Brighton	286,031	133,400	100,000	18,900	45,259	1,601	100
30 Sep. '67	16.00			Second Avenue (N. Y.)	1,416,512	800,000	700,000	187,690	458,948	9,470	40
30 Sep. '67	8.37		81	Sixth Avenue (N. Y.)	1,571,214	750,000	180,000	563,166	73,564	10	100
30 Sep. '67	6.33			Skaneateles	88,878	67,750	20,000				100
30 Sep. '67	2.07			Syracuse and Geddes	25,038	25,000	25,000	13,075	5,046	20	100
30 Sep. '67	4.37			Syracuse and Onondago	51,000	51,000		6,596	1,176	5	100
30 Sep. '67	18.00		180	Third Avenue (N. Y.)	2,463,404	1,700,000	1,300,000	50,000	1,849,435	222,222	12
30 Sep. '67	3.33			Troy and Albany	71,932	44,150	19,000	11,238	12,446	2,140	100
30 Sep. '67	15.50			Utica and Waterville	301,268	121,172	106,500	1,200	75,179	14,707	100
30 Sep. '67	2.25		4	V. Brant St. & Erie Bas. (B'k'n)	57,000	75,000	12,000	1,534	17,395	2,267	100
30 Sep. '67	15.52			Westervile (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9
31 Dec. '62	5.32			NEW JERSEY.							
31 Dec. '62	5.05	2.50	7	Hoboken and Hudson City	32,000	30,000		2,000			
31 Dec. '62	10.47		8	Hoboken and Weehawken	134,400	70,000	60,000	17,228	9,986	3	
31 Dec. '62	17.00		150 22	Jersey City & Bergen Point	618,296	287,550	300,000	30,760	124,679	30,566	50
31 Dec. '62	5.80		8	Orange and Newark	100,000	40,000	60,000				
31 Dec. '62				West Hoboken & Hoboken							
31 Oct. '67	9.23		137 26	PENNSYLVANIA.							
31 Oct. '67	1.63		10 2	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,038	59,180	24
31 Oct. '67	10.50			Easton & South Easton	22,422	24,500	500	4,971	428	2	25
31 Oct. '67	16.37		272 40	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	losa.	50
31 Oct. '67	34.25		367 59	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	295,142	56,995	6	83
31 Oct. '67	5.40		120 25	Germantown	542,270	112,245	350,000	20,000	234,574	63,552	26
31 Oct. '67	4.84		197 33	Girard College (Phila.)	170,864	170,000		114,204	15,978	12	50
31 Oct. '67	2.00		18 5	Green & Coates St. (Phila.)	224,468	150,000	100,000	170,439	9,604	10	35
31 Oct. '67	5.20		103 18	Harrisburg City	67,948	41,995	9,750	2,248	9,777	losa.	25
31 Oct. '67	7.25		82 13	Lombard & South St. (Phila.)	162,967	90,000	60,200	7,900	66,529	13,046	25
31 Oct. '67	3.00		9 3	Oakland (Pittsburg & E. L.)	57,718	59,500	57,718	880	49,980	losa.	50
31 Oct. '67	7.08		277 45	Peoples, Luzerne County	34,800	34,800		4,600	2,382		100
31 Oct. '67	6.61		60 10	Philadelphia City (O. & W.)	438,911	225,000	150,000	61,911	226,014	63,011	10
31 Oct. '67	8.50		125 19	Philadelphia and Darby	250,419	180,000	89,000	38,371	9,452	124	20
31 Oct. '67	8.75		163 28	Philadelphia & Gray's Ferry	286,683	285,307		9,385	23,343	3	50
31 Oct. '67	8.90		71 12	Pittab. Allegheny & Manch.	146,965	110,000	35,600	24,916	138,501	22,495	10
31 Oct. '67	8.00		53 12	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	74,862	21,560	11
31 Oct. '67	3.96			Ridge Avenue & Manyunk	179,635	120,500	63,900	40,799	6,726	2	50
31 Oct. '67	10.50		489 72	Schuylkill River (Phila.)	47,468	50,000					50
31 Oct. '67	5.62		100 13	Second & Third St. (Phila.)	487,396	339,007	114,200	68,088	408,156	105,448	184
31 Oct. '67	7.00		104 32	17th & 19th St. (Phila.)	114,368	130,000		69,627	11,364	4	50
31 Oct. '67	6.25		145 28	10th & 11th St. (Phila.)	176,499	192,750		131,728	22,160	314	50
31 Oct. '67	25.00		629 70	13th & 15th St. (Phila.)	uncertain			208,884	84,648		50
31 Oct. '67	6.00		341 66	Union (Philadelphia)	764,927	400,000	300,000	366,348	42,591	74	50
31 Oct. '67	4.13		18 4	West Philadelphia	479,706	875,000	100,000	281,658	50,692	10	60
31 Oct. '67	1.02		10 4	Wilkesbarre and Kingston	70,235	49,800		8,500	12,119	7,423	25
				Williamsport	20,367	15,800	5,000	1,127	8,665	1,319	25
31 Dec. '62	21.00		340 50	MARYLAND.							
31 Dec. '62	5.00			Baltimore City	700,000	670,000		31,549	239,059	21,058	18
31 Dec. '62	5.00			Cincinnati Street	151,913	150,000					
31 Dec. '62	5.00			City (Cinc.) Passenger	111,412	100,000					
31 Dec. '62	3.51			Passenger (Cinc.)	69,587	50,000					

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	INTEREST.			
		Rate.	Pay- able.	Principal payable.	Market value.
Broadway (Brooklyn):	\$	pc	Month.	Year.	p c
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	600,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	160,000	6	J. & J.	1883	80
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' [Pittsburg]:					
1st Mortgage	56,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	650,000	7	J. & J.	—	—
Eight Avenue					
1st Mortgage	100,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Real Estate	124,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	90
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germantown:					
1st Mortgage	380,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Morris' & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fair- mount:					
1st Mortgage	183,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road] :	50,000	6	J. & J.	71-72	91 1/2
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	26,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" " O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage " "	100,000	7	J. & J.	1883	—
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	88
Phil. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	—
Pittsb. Alleghy & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	100
Third Avenue.					
1st Mortgage	900,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt, st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1872	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out- standing.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.), pref.	\$1,919,000	7	7	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	...
Berkshire,* guaranteed	600,000	7	7	...
Blossburg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	5	5	...
Buffalo, N. York and Erie,* guar.	950,000	7	7	...
Camden and Atlantic, pref.	600,000	7	7	44
Catawissa,* pref. and guar.	2,200,000	7	7	63
Cayuga and Susquehanna,* guar.	589,110	9	9	...
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	...
Chemung,* guar.	380,000	8	8	...
Cheshire, preferred.	2,017,815	7	7	...
Chicago and Alton, pref.	2,425,400	7	10	146
Chicago, Iowa and Nebraska,* guar.	2,000,000	10	10	...
Chicago and Northwestern, pref.	16,356,287	7	10 1/2	83 1/2
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* 1 guar.	6,250,000	35	35	...
Cochecho, preferred.	177,750	8	8	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	...
" 2d pref.	242,000	8	8	...
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	...
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	96
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)* guaranteed	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	85
Erie, preferred	8,636,910	7	7	65
Hannibal and St. Joseph, pref.	5,253,836	...	...	90
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Housatonic, preferred	1,180,000	8	4	67 1/2
Huntingdon & Broad Top Mountain, preferred	190,750	7	3 1/2	...
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	7	...
Lewis and Farmington,* guar.	...	5	5	...
Little Schuylkill,* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred	211,122	9	9	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	25
" " 2d pref.	4,051,744	6	6	10
Manchester and Lawrence*	1,000,000	9	9	...
Michigan Southern, guaranteed	586,800	10	10	...
Will Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	...
Milwaukee and St. Paul, preferred.	8,050,892	7	7	86 1/2
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,344,000	2	2	...
New York and Harlem, pref.	1,500,000	8	8	120 1/2
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,200,000	6	6	...
Philadelphia and Erie,*	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton,* 1 guar.	1,099,120	10	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	...
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...
Rochester and Genesee Valley*	557,560	7	7	...
Rutland, preferred.	...	7	7	78
St. Louis, Alton and T. H., pref.	2,040,000	7	7	62
Sandusky and Cincinnati, pref.	445,596	6	6	...
Schuylkill Valley,* guar.	576,050	5	5	...
Shamokin Valley & Pottsville,* guar.	869,450	5	5	...
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	...
" " " (E. D.) pref.	1,700,000	7	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	70
Troy and Greenbush,* guar.	274,000	7	7	...
Vermont and Canada,* guar.	2,500,000	8	8	...
Warren,* guar.	1,408,300	7	7	...
White Mountains,* guar.	200,000	5	5	...
Wrightav. York & Gettysburg,* pref.	317,050	2	2	...
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred.	1,175,000	10	10	72
Schuylkill Navigation, pref.	2,888,997	6	6	40
Union, preferred.	...	6	6	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	6	36
Mariposa Mining, pref.	6,774,400	7	7	30

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton.40	— @ 42 —
Pig, American, No. 1 (good to best).....	40	@ 42 —
Pig, American, No. 2.....	37	@ 39 —
Pig, American, Forge.....	33	@ 34 —
Bar, Refined, English and American.....	90	@ 95 —
Bar, Swedes, assorted sizes.....	(gold).82	50 @ 87 50

—STORE PRICES.—

	STORE PRICES.
Bar, Swedes, ordinary sizes	@ 155
Bar, English and American, Refined.....	95 @ 100
Bar, English and American, Common.....	@ 90
Scroll.....	130 @ 175
Ovals and Half-round.....	125 @ 155
Band.....	@
Horse Shoe.....	130 @
Rods, $\frac{1}{2}$ @ 3-16 inch.....	105 @ 105
Hoop.....	135 @ 190
Nail Rod..... per lb.	91 @ 104
Sheet, Russia, assorted No.'s..... (gold)	104 @ 114
Sheet, Single D. and T. Common.....	51 @ 7
Rails, English..... (gold)..... per ton.	52 @ 53
Rails, American.....	79 @ 81
Anvils, Eagle..... per lb.	93 @

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, $2\frac{1}{2}$ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, $2\frac{1}{2}$ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, 2d and 1st quality.....per lb.	18	@	=	124
English Spring (2d and 1st quality).....	10	@	=	23
English Blister (2d and 1st quality).....	11½	@	=	30
English Machinery.....	13½	@	=	16
English German (2d and 1st quality).....	14	@	=	16
American Blister "Black Diamond".....	10½	@	=	16
American, Cast, Tool, do.	19	@	=	—
American, Spring, do.	10	@	=	13
American Machinery do.	—	@	=	13
American German do.	10	@	=	13

COPPER—Duty: Pig, Bar and Ingot, $2\frac{1}{2}$; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing $14@34$ oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— @ —	33
Bolts		— 33 @ —	—
Braziers'		— 33 @ —	—
Nails		— @ —	42
Sheathing, &c., Old.....		— 20 @ —	21
Sheathing, Yellow Metal.....		— 26 @ —	—
Bolts, Yellow Metal.....		— @ —	26
American Ingot.....		— @ —	23

FIN—Duty: Pig, Bars and Block, 15 per cent. ad val.;
Plate and Sheets and Terne Plates, 25 per cent. ad val.
Banca(gold).per lb. — 30½@ — 31
Straits

Plates—Fair to good brands.	Gold.	— 25¢ @ — 29
English.	(gold).	— 27½ @ —
I. C. Charcoal.... per box.	8 37½ @ 8 50	11 50 @ 11 75
I. C. Coke.	7 — @ 7 50	9 50 @ 10 50
Coke Terne.	6 — @ 6 25	8 25 @ 8 75
Charcoal Terne.	7 75 @ 8 25	10 75 @ 11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....per gall.	— @ —	17 3/4
Crude, 40 @ 47 gravity (in shipping order).....	— @ —	23
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	— @ —	30
Refined, Standard White (in ship'g order).....	31 1/2 @ —	31 1/2
Refined, prime White (in shipping order).....	32 @ —	32
Refined, S. W. (in merchantable order).....	30 @ —	31
Naptha, Refined, (60 @ 63 gravity).....	— @ —	—
Residium.....per bbl.	— @ —	4 25

GLASS.—**Dry:** Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished, Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, $1\frac{1}{2}$; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, $2\frac{1}{2}$; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities.		New List.
6 by 8 to 7 by 9.....	per 50 feet.	7 75 @ 6 -
8 by 10 to 10 by 15.....		8 25 @ 6 50
1 by 14 to 12 by 18.....		9 75 @ 7 -
4 by 15 to 16 by 24.....		10 50 @ 7 50
4 by 22 to 18 by 30.....		12 25 @ 8 -
0 by 30 to 24 by 30.....		15 - @ 9 -
4 by 31 to 24 by 36.....		16 50 @ 10 -
5 by 36 to 30 by 44.....		17 50 @ 12 50
0 by 46 to 32 by 48.....		20 - @ 13 50
2 by 50 to 32 by 56.....		22 - @ 14 50

Above.

(The above subject to a discount of 45@50 per cent.)
French Window—1st, 2d, 3d and 4th qualities.

(Single Chick.)		(New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet.	8	50 @ 6 25
6 by 11 to 10 by 15.....		10	@ 6 75
8 by 14 to 12 by 18.....		10	@ 50
8 by 18 to 16 by 24.....		11	@ 8
8 by 22 to 18 by 30.....		13	50 @ 9
10 by 30 to 24 by 30.....		16	50 @ 10
14 by 32 to 24 by 36.....		18	@ 12
16 by 36 to 26 by 40.....	(3 qlts.)	20	@ 16
18 by 40 to 30 by 48.....	(3 qlts.)	22	@ 18
20 by 50 to 32 by 56.....	(3 qlts.)	24	@ 20
22 by 58 to 34 by 60.....	(3 qlts.)	27	@ 23

(Subject to a discount of 40@50 per cent.)
English sells at 35 per cent. off the above rates

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

Atlantic M. S. S. Co.	113	49½	49½
Boston, Hartford & Erie	113	146½	145
California 7s (gold)	113	144½	115
Canton Co.	113	146½	145
Central of N. Jersey	112½	113	114½
Chicago & Alton	112½	113	114½
.. pref.	112½	113	114½
.. 1 M.	112½	113	114½
.. S. F.	112½	113	114½
.. Inc. bds.	112½	113	114½
Chicago, Burl. & Q.	112½	113	114½
.. 8s, 1883	112½	113	114½
Chi. & Gt. Eastern 1st m.	112½	113	114½
Chi. & Northwestern	78	79½	81
.. pref.	81	82½	83½
.. 1st M.	81	82½	83½
.. Interest.	81	82½	83½
.. S. F.	81	82½	83½
.. Consol.	81	82½	83½
Chic. Rock Isl. & Pac.	112	115½	117
Chicago & R. I. 7s, 1870	112	115½	117
Chi. R. I. & Pa. 7s, 1886	112	115½	117
Clev. Col. C. and Ind.	83	84½	84½
Clev. and Pittsburg	83	84½	84½
.. 2 M.	83	84½	84½
.. 3 M.	83	84½	84½
.. 4 M.	80	84½	84½
.. Con.	80	84½	84½
Clev. and Toledo	99½	100½	101½
.. S. F. 7s	99½	100½	101½
Col., Chi. & Ind. C.	73	40	74½
.. 1 M.	73	40	74½
Cumberland Coal pref.	37	37½	36
Del. & Hudson Canal	131	130	130½
Del., Lack. & Western	131	125	130
.. 1 M. 7s	131	125	130
.. 2 M. 7s	131	125	130
Erie Railway	39	39	40½
.. pref.	39	62½	63
.. 1 M. 7s, 1867	39	62½	63
.. 2 M. 7s, 1879	98	62½	63
.. 3 M. 7s, 1883	98	62½	63
.. 4 M. 7s, 1880	86½	62½	63
.. 5 M. 7s, 1888	86½	62½	63
Great Western 2d mort.	77	76	76
Hudson River	131	135	134½
.. 1 M. 7s, 1869	131	135	134½
.. 2 M. S. F.	131	135	134½
.. 3 M. 7s, 1875	131	135	134½
Illinois Central	140	114½	114½
.. bonds	140	114½	114½
Lake Shore (C., P. & A.)	97	98½	98½
Marietta & Cin. 1st pref.	97	98½	98½
.. 2d pref.	97	98½	98½
Michigan Central	116	114	116½
.. S. F. 8s, 1882	116	115	116½
.. conv. 8s, '69.	116	115	116½
M. S. and N. I.	87½	88½	87½
.. 1 M. S. F.	87½	88½	87½
.. 2 M.	87½	88½	87½
Mil. and P. du Chien	98½	98½	92
.. 1st pref.	98½	98½	92
.. 2d pref.	98½	98½	92
.. 1st M.	98½	98½	92
Milw. and St. Paul	98½	89	89½
.. pref.	98½	87	89
.. 1st mort.	98½	93	92½
.. 2d mort.	98½	93	92½
.. 8s.	103	103	103
.. 7-10s con.	103	103	103
Missouri 6s	90	90	90
.. H. & St. J. iss.	90	89½	90
Morris and Essex	90	87	89½
.. 1st mort.	90	87	89½
.. 2d mort.	92½	112½	93
N. Jersey R.R. & T. Co.	92½	112½	93
New York Central	149	153½	157½
.. 7s, S.F. 1876	149	153½	157½
.. 7s, conv. '76	149	153½	157½
.. 6s, S.F. 1883	149	92	91
.. 6s, S.F. 1887	149	92	91
N. York and Harlem	125½	125½	125
.. pref.	125½	125½	125
.. 1 M. 7s, 1873	100	125½	125
N. Y. and N. Haven	100	125½	125
N. Carolina 6s	65	61½	62½
.. new	62½	61½	60½
Ohio and Miss.	30½	31½	32½
.. pref.	30½	31½	32½
.. 1st M.	30½	33½	34
Pacific Mail S. S. Co.	119½	120½	120½
Panama	119½	120½	120½
Phila. and Reading	97½	98½	99
Pitts., Ft. W. & Chicago	111½	112	112½
.. 1 M.	111½	112	112½
.. 2 M.	111½	103	103
.. 3 M.	111½	99	103
Quicksilver Mining Co.	23	23	23
St. L., Alton & T. H.	23	23	23
.. pref.	23	62	62
.. 1 M.	23	62	62
.. 2 M. pref.	23	84	84
.. Income bds.	23	84	84
Tennessee 6s	68½	70	69½
.. new	68½	70½	69½
Tol., Wab. & Western	58½	59	58½
.. pref.	58½	59	58½
.. 1 M. ex.	58½	92½	92½
.. 2 M.	58½	92	82
.. Equipment	58½	92	73
Virginia 6s, ex-coupon	58	56	56
.. new	57	56	57

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	105½	105½	105½	105½
U. S. 5s, 1871, coup.	102½	102½	102½	102½
U. S. 5s, 1874, reg.	105½	105½	105½	105½
U. S. 5s, 1874, coup.	102½	102½	102½	102½
U. S. 5s, 10-40s, coup.	105½	105½	105½	105½
U. S. 5s, 10-40s, reg.	102½	102½	102½	102½
U. S. 6s, 1881, reg.	109½	109½	109½	109½
U. S. 6s, 1881, coup.	114½	114½	114½	114½
U. S. 6s, '81, O.W.L. y.	109½	109½	109½	109½
U. S. 6s, 1881, . . . y.	109½	109½	109½	109½
U. S. 6s, 5-20s, reg. '62.	105½	105½	105½	105½
U. S. 6s, 5-20s, c. 1862. 110½	110½	110½	110½	110½
U. S. 6s, 5-20s, reg. '64. 105	105	105	105	105
U. S. 6s, 5-20s, c. 1864. 106½	106½	106½	106½	106½
U. S. 6s, 5-20s, reg. '65.	107½	107½	107½	107½
U. S. 6s, 5-20s, c. 1865.	107½	107½	107½	107½
U. S. 6s, 5-20s, r. n. '65.	105½	105½	105½	105½
U. S. 6s, 5-20s, c. n. '65. 109½	110½	110½	110½	110½
U. S. 6s, 5-20s, reg. '67.	110½	110½	110½	110½
U. S. 6s, 5-20s, c. 1867. 110	110	110	110	110
U. S. 6s, 5-20s, reg. '68.	110½	110½	110½	110½
U. S. 6s, 5-20s, c. '68.	110½	110½	110½	110½
U. S. 6s, Pac.R.R. issue.	90½	90½	90½	90½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Catawissa	31½	31	31½	31½
Camden and Amboy	129½	129	129½	129½
.. 6s, 1870	87½	87	87½	87½
.. 6s, 1875	87½	87	87½	87½
.. 6s, 1883	87½	87	87½	87½
.. 6s, 1889	87½	87	87½	87½
.. mort. 6s, '89	87½	87	87½	87½
Elmira & Williamsport	87½	87	87½	87½
.. pref.	87½	87	87½	87½
.. 7s.	87½	87	87½	87½
Lehigh Navigation	28½	28½	28½	28½
.. 6s, 1884	87½	87	87½	87½
.. Gold L.	87½	87	87½	87½
.. R. R. L.	87½	87	87½	87½
Lehigh Valley R.R.	55½	55½	55½	55½
.. 6s new	55½	55½	55½	55½
Little Schuylkill R.R.	55½	55½	55½	55½
.. 7s.	55½	55½	55½	55½
Minehill	55½	55½	55½	55½
Morris Canal	55½	55½	55½	55½
.. pref.	55½	55½	55½	55½
.. 6s, 1876	55½	55½	55½	55½
North Pennsylvania	55½	55½	55½	55½
.. 6s, 1880	55½	55½	55½	55½
.. 7s.	55½	55½	55½	55½
.. 10s, 1887	55½	55½	55½	55½
Northern Central	55½	55½	55½	55½
Pennsylvania R.R.	55½	55½	55½	55½
.. 1st M.	55½	55½	55½	55½
.. 2d M.	55½	55½	55½	55½
Penn. State, 6s, 1st series.	105	105	105	105
.. 6s, 2d series.	105	105	105	105
.. 6s, 3d series.	105	105	105	105
.. 6s, W. L.	105	105	105	105
Philadelphia City, 6s.	96	96	96	96
.. new	100½	100½	100½	100½
Philad. Germ. & Nor.	49½	49½	49½	49½
Phila. & Reading	49½	49½	49½	49½
.. 7s, 1893	49½	49½	49½	49½
Philadelphia and Erie	25½	25½	25½	25½
.. 6s.	25½	25½	25½	25½
Schuylkill Navigation	20	20	20	20
.. pref.	20	20	20	20
.. 6s, 1882	69	69	69	69
.. 6s, 1876	65	65	65	65
.. 6s, 1872	65	65	65	65
Susq. Canal	65	65	65	65
.. 6s, 1878	65	65	65	65
Union Canal, pref.	65	65	65	65
.. 6s, 1878	65	65	65	65
Wyoming Valley Canal	65	65	65	65
.. bonds.	65	65	65	65
Hestonville, (Horse)	10½	10½	10½	10½
Chestnut & Wal.	10½	10½	10½	10½
Green & Coates	10½	10½	10½	10½
2d and 3d streets	47	47	47	47
Spruce and Pine	17	17	17	17
13th and 15th sts.	17	17	17	17

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Baltimore City 6s, 1875	93	93	93	93
.. 1886	93	93	93	93
.. 1890	92½	93	93½	93½
.. 1893	93	93	93	93
Balt and Ohio	120	120	120	120
.. bonds, 1875	120	120	120	120
.. 1880	120	120	120	120
.. 1885	94	94	94	94
Marietta & Cin. 1st M.	89	89	89	89
.. 2d M.	73	73	73	73
Northern Central	84½	84½	84½	84½
.. bonds, 1885	84½	84½	84½	84½
.. 1900	84½	84½	84½	84½
N. W. Va. 1st mort.	84½	84½	84½	84½
.. 2d mort.	84½	84½	84½	84½
.. 3d mort.	84½	84½	84½	84½
City Passenger R. R.	84½	84½	84½	84½

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

Boston and Albany	140	140	140	140
Boston and Lowell	132½	132½	132½	132½
Boston and Maine	132½	132½	132½	132½
Boston and Providence	26	26	26	26
Boston, Hartford & Erie 25	26	26	26	26
.. 7s, new.	61	61	61	61
Cheshire, pref.	68½	68½	68½	68½
Concord	68½	68½	68½	68½
Connecticut River	68½	68½	68½	68½
Eastern	68½	68½	68½	68½
Fitchburg	131	131	131	131
Manchester & Law're	115	115	115	115
Michigan Central	110	110	110	110
Northern, N. H.	110	110	110	110
Ogdens & Lake Champ 69	89	89	89	89
.. pref.	89	89	89	89
Old Colony & Newport 93½	93½	93½	93½	93½
Ph. Wil. & Baltimore	53	53	53	53
Port'd, Saco & Ports.	100	100	100	100
Vermont & Canada	100½	100½	100½	100½
Vermont & Mass.	62	62	62	62
Vt. C. & Vt. C. & E. G. ss.	62	62	62	62
Broadway (Horse)	62	62	62	62
Cambridge	66	66	66	66
Metropolitan	66	66	66	66
Middlesex	66	66	66	66
Central Mining Co.	14½	14	14	14
Copper Falls	14½	14	14	14
Franklin	14	14	14	14
Huron	14	14	14	14
Isle Royale	14	14	14	14
National	14	14	14	14
Minnesota	14	14	14	14
Pewabic	14	14	14	14
Pittsburg	14	14	14	14
Quincy	14	14	14	14

London Stock Exchange.

Closing Prices.
Dec. 4. Dec. 11.

Atl. & Gt. West. N. Y. sec. 7 per ct.	63	63	63	63
1st mort., 1880	55	55	55	55
Do. do., 2d mort., 1881	55	55	55	55
Do. Penn., 1st mort., 1877	55	55	55	55
Do. do., 2d mort., 1882	55	55	55	55
Do. Consol. 7 per cent. mort. bonds	37½	38½	41½	42½
£100 paid, 1890	60	62	60	62
Detroit and Milwaukee 1st mort. 7s.	60	62	60	62
Do. 2d mort. 8 p. c.	60	62	60	62
Erie shares 100 dol. all paid	26½	26½	26	27
Do. sterig. 6 p. c. convertible bonds	68	68½	68	68½
Do. 3d mort. 7 p. c. 1883	60	65	60	65
Illinois Central, 6 per cent., 1875	99	101	99	101
Do. Redemption mort. bonds 6 p. c.	78	80	78	80
Do. 7 per cent., 1875	90½	90½	90	90½
Do. 100 dol. shares, all paid	90½	90½	90	90½
Marietta and Cin. R. R. bonds 7 p. c.	75	80	75	80
Panama General mort. 7s, 1897	107	109	107	109
Penn. R. R. bonds, 2d mort. 6 per ct.	96	98	96	98
Do. General mort. 6 p. c. 1910	89	91	89	91
Philadelphia and Erie 1st mort. 1881	89	91	89	91
Do. with option to be paid in Phila.	89	91	89	91

American Railroad Journal.

Saturday, January 2, 1869.

Stock Exchange and Money Market.

A much more embarrassing closeness has been reported in the money line since our last, partly the result of speculative manipulation of the market, and partly of the preparations of the banks for their quarterly exhibit to the Comptroller of the Currency, on Jan. 4. The stringency steadily increased through the week, and was most severely felt on Tuesday and Wednesday. The floating supply of capital has been materially reduced, and loan and discount rates have been advanced sharply. The city banks, in their last week statement, showed a further general decrease in their averages, of over 4½ millions in their deposits, over two millions in their legal tender reserve, and nearly ¼ of a million in their specie hoard, together with a contraction of over a million in their loan and discount item. A small addition was made to their circulation. The U. S. Sub-Treasury balance has been cut down over a million. The Sub-Treasurer was to have commenced on Thursday the paying out of the January interest on the public debt. It had been issuing for some days previously, gold checks for round sums of the accruing half year's interest claims on the six per cents of 1881, and the later

issues of the Five-twenties, including the second issue of 1865, and the issues of 1867 and 1868. These checks were made payable on Jan. 1. The inquiry for accommodation became very urgent on Tuesday, and parties in need of aid were obliged to submit to the imposition of extremely oppressive rates. Strictly first class borrowers, even on Government and prime railway collaterals, have had to pay a commission of 1-16@½ per cent. in addition to the legal rate on call. There was an unusually lively call from the Stock houses for money to make up accounts, and even as much as 7 per cent. in gold, and ½@½ per cent. commission was paid for the use of capital, for a few days. The following day witnessed some slight relaxation in the market, most of the negotiations of responsible borrowers having been on the basis of the legal rates, in currency and coin net. With the close of the old year it is confidently believed that the pressure will pass away, and that a much more comfortable movement may be looked for the coming week. The discount market has been disturbed by the failure of two or three prominent houses, in the dry goods jobbing, to meet their engagements. Less partiality has been shown for mercantile paper, the dealings in which have been on a restricted scale, within a range of from 8@10@12 per cent. per annum.

The specie reserve of the city banks is now \$17,940,865, against \$10,911,969 same time last year. The city bank deposits are now \$178,503,752, against \$178,713,191 week ending Dec. 28, 1867. The legal tender reserve amounts to \$48,706,160, against \$60,657,932 same time last year. The circulation now stands at \$34,387,114, against \$24,134,400 same time last year. The loans are now \$261,342,530, against \$241,620,312 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$124,385,841 a day, against a daily average of \$101,851,355 the preceding week, and \$97,509,745 the week ending with Dec. 9, 1868. The current week's exchanges average about \$105,000,000 a day. The city banks, last week, lost \$702,719 of specie, \$4,573,476 of deposits, and \$2,089,973 of legal tender notes. They reduced their loans, \$1,091,650; and increased their circulation, \$33,356.

National Bank notes to the amount of \$94,810 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$311,388,896, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$11,621,862, leaving, with the existing 1,629 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,767,044. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,947,400; and for the public deposits, \$35,635,350—making a total of \$377,582,750. The Treasury Department last week redeemed and destroyed \$291,084 of worn and mutilated fractional currency, and issued \$426,289 of new. The outstanding amount of fractional currency on the 1st of December, was \$33,875,268, against \$33,418,986 on the 1st of November, 1868.

The Gold Exchange Bank clearances last week were on a limited scale. Its average amount of

loans and discounts was \$1,325,683, average amount of specie \$601,405, average amount of deposits \$1,236,305.

The U. S. Sub-Treasury receipts, week ending with Dec. 26, were \$5,663,622, including \$1,202,932 from customs duties; payments, \$5,206,170, including \$408,000 of coin interest; balance at the close of the week, \$90,476,836, against \$90,019,384, at the close of the preceding week, showing a decrease of \$457,452. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,026,787 including \$222,647 from customs; and payments, \$1,449,692, including \$89,375 of coin interest; on Tuesday, receipts, \$1,162,304 including \$144,000 from customs, and payments, \$1,279,039, including \$40,775 of coin interest. The balance at the close of business on Tuesday stood at \$89,937,195, against \$91,054,011 a week previous; and \$91,020,262, on Dec. 9, 1868.

The outstanding amount of coin certificates on the 1st of Dec., was \$23,255,840, against \$19,716,840 on the 1st of Nov., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$1,641,000, and retired \$1,026,932 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during November, reached \$7,658,840.

Very light receipts from both customs and excises were reported last week. The excises, last week, yielded about two millions; customs at the port of New York, \$1,202,932, and at the outports about \$450,000 (in coin) more, making the grand total income for the week equal to about \$4,231,550 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 71 millions, according to the latest Washington advices.

The Gold speculation has been quite spiritless all through the week. The money pressure has operated against an active movement. The dealings have been on a restricted scale, within a range of from 134½@135. The latest quotation on Wednesday was 134¾. The export drain has been light, though for the whole year, the aggregate outflow has been about 71 millions, against some 52 millions in 1867, 63 millions in 1866, 60 millions in 1862, 70 millions in 1859, and 45 millions in 1857. Thus, it will be seen that this year's shipments are very considerably heavier than those of any preceding year of large exports. So far this year, the U. S. Sub-Treasurer at this port has disbursed 82½ millions of coin interest on the funded debt, against about 62 millions same time last year. The customs revenue of the port in the current calendar year has been nearly 116 millions, against 116½ millions the corresponding period of last year. The city banks now hold a specie reserve of 18 millions, against 11 millions this time a year ago. While the receipts of California gold at this port, this year, show an increase of nearly seven millions over those of last year, the total exports to all ports from the port of San Francisco, in 1868, indicate a decrease of about six millions as compared with those of 1867.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1,

1868, have been \$7,129,747, against \$3,145,592 same time last year. The customs demand for Gold last week, averaged \$240,586 a day; thus far, this week, it has been equal to \$183,323 a day, or equal to a weekly aggregate of \$1,099,938. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$248,897 and from California, \$75,591. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$115,558,321, against \$116,513,410 same time in 1867. At the port of San Francisco, \$8,217,655, against \$7,317,996 last year.

The total receipts of California gold at this port, since Jan. 1, 1868, have been \$34,559,131, against \$27,677,556 in 1867, showing an increase thus far in 1868, of \$6,881,575. The exports of specie, from this port, last week, were \$608,790, against \$3,277,077 same week last year; total, since Jan. 1, 1868, \$70,718,781, against \$51,791,278 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$408,000; since Jan. 1, 1868, \$82,417,517, against \$61,823,595 same time in 1867. The specie exports from San Francisco, from Jan. 1, to Dec. 12, were \$33,409,829, against \$39,618,989 same time last year.

A less active inquiry has been noted for foreign exchange, prices of which have favored buyers, under a rather more liberal supply of prime bills. Bankers' prime sixty day bills on London closed on Wednesday at 109¼@109½, and on Paris to 5.20c.@5.16¼; sight bills on London to 110@110¼, and on Paris to 5.13¾c.@5.12½. The offering of produce bills has been fair this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,023,509, against \$2,514,442, same week last year; total, since Jan. 1, 1868, \$166,784,168, against \$188,049,618 in 1867.

There has been more inquiry for the Government interest-bearing obligations since our last, and prices have advanced despite the severity of the Money pressure. Holders have been confident that higher prices will prevail early in the new year, and have been unwilling to sell freely at the going rates. The investment call continues to increase, running mainly on the later Five-Twenties, and making a handsome aggregate showing. Some of the foreign houses have been buying old 1865, and 1867 Five-Twenties at the ruling figures. This demand will doubtless be enlarged, after the January interest and dividend payments shall have been completed. The offerings of bonds of all issues have been very moderate, as a rule. Washington advices intimate that the next debt exhibit will show an increase of two or three millions.

U. S. sixes of 1881 closed here on Wednesday at 114¼@114½; U. S. Five-twenties of 1862, 110½@110¾; U. S. Five-twenties of 1864 at 107¼@107½; U. S. Five-twenties of 1865 at 107½@107¾; U. S. Five-twenties of 1865, consolidated, 110½@110¾; U. S. Five-twenties of 1867, 110¾@110¾; U. S. Five-twenties of 1868, 111½@111¾; U. S. Ten-forties at 105¾@105¾; U. S. Six per cent. currency bonds, 99¼@99¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 16.	Dec. 23.	Dec. 30.
Consols	92½	92½	92¾
U. S. 5-20's of 1862...	74½	74½	74¾
Erie	27½	26½	26½
Ill. Central	96½	95½	95½

Railway and miscellaneous stocks have been less excited and less variable; but there have been quite extensive dealings in nearly all the usually active portion of the general list and prices have shown much strength in the face of the extreme and unexpected closeness in Money.

General business has been light as a rule, and as is customary, at the close of the year, in domestic produce. Breadstuffs have declined. Provisions have been quoted firmer. Middling upland cotton closed firmly and buoyantly on Wednesday at 25½ cents per lb. The stock of cotton now here is estimated at about 30,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 931,000 bales, against 807,000 bales same time last year; exports, same time 458,000 bales, against 401,000 bales same time last year; stock on hand at latest dates, 295,000 bales, against 312,000 bales same date last year. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 25,920 pkgs., against 13,801 pkgs., same time last year. From Boston, 8,213 pkgs., against 8,982 pkgs. same time in 1867. At the Live Stock market, this week, Beeves have been in moderate demand at from 10@17c. per lb.; week's receipts, 4,000. Veal calves fairly active at from 9@13c. per lb.; receipts, 727. Sheep and lambs in less request at 4½@10, per lb.; receipts, 24,496. Swine, quiet, closing at from 9@9¾c. per lb., all live weight; receipts, 21,011. The receipts for the year 1868 were 297,310 beeves, 5,161 Milch cows, 86,244 veal calves, 1,444,588 sheep and lambs, and 1,006,362 swine, against 289,430 beeves, 3,420 milch cows, 69,921 veal calves, 1,164,016 sheep and lambs, and 1,103,398 swine, in 1867. A very moderate trade has been reported in foreign goods, prices of which have varied little. The total imports of foreign dry goods, last week, were \$935,210 and the total amount marketed \$687,570. The value of foreign merchandise imported last week, was \$2,940,595—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$3,875,805 against \$2,458,493 same week last year; from Jan. 1, 1868, \$241,676,904, against \$235,439,840 same time in 1867. The ocean freight market has been rather quiet, but rates have been quoted firmer. For Liverpool we quote flour at 2s.@2s. 6d. by sail, and 3s.@3s. 6d. by steamer, per bbl.; grain at 7d.@8d. by sail, and 9d.@9½d. by steamer, per bushel; cotton at ½d.@¾d. by sail, and ¾d.@¾d. by steamer, per lb.; and heavy goods 20s.@35s. by sail, and 35s.@50s. steamer, per ton. Total number of vessels in port on Wednesday, 519.

The New York exports, exclusive of specie, for the week ending Dec. 29, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week	\$2,514,442	\$3,023,509
Prev. reported	185,635,176	163,760,659
Since January 1,	\$188,049,618	\$166,784,168

The Michigan Central Railroad Company have declared a dividend of 5 per cent. in cash, and 10 per cent. in stock, payable January 2, 1869.

The quarterly dividend of the Panama Railroad Company, viz: 6 per cent. from the earnings of the road and 2 per cent. from the earnings of steamers, etc., is payable on the 5th inst., in gold coin.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., E. D., 84; do., W. D., 84½; St. Louis and Iron Mountain 1st mort., 86½; Chicago and Milwaukee 1st mort., 90; Buffalo, New York and Erie 1st mort., 100; Hannibal and St. Joseph R.R., 90; Rensselaer and Saratoga R.R., 93; Oil Creek and Allegheny River R. R., 80; Brooklyn Park Loan, 95; New York State 6s, 1872@1874, 101¼; do., 5s, 1875, 99½; Georgia 6s, 81½; do., 7s, 93¼; Louisiana 6s, 69½; Connecticut 6s, 101; Adams' Exp. Co., 48¼; American Exp., 42; Wells-Fargo Exp., 25¾; U. S. Exp., 46; Merchants' Union Exp., 15½; Mariposa pref., 20; do., Tr. 10s cls., 50; Western Union Telegraph, 84; do., 7s, 88; Manhattan Gas, 230; Bank of Republic, 121¼; Central National Bank, 105; Ninth National Bank, 108; Tenth National Bank, 96; Park Bank, 147; Ocean Bank, 111; Am. Ex. Bank, 113; Continental Bank, 101; Bank of Commerce, 119; Fourth National Bank, 102; St. Nicholas Bank, 111; Consolidated Gregory gold, 5.00; La Crosse Gold, 0.10; Nye Gold, 0.01; New York Gold, 1.00; Pit Hole Creek, petroleum, 1.10; Quartz Hill Gold, 0.75; Smith and Parmelee Gold, 2.80; Walkill Lead, 0.10.

Philadelphia.—Phila. and Erie 7s, 81; Delaware R. R. bonds, 93; Steubenville R. R., 10¼; Allegheny City 4s, 60¼; Allegheny Co. 20 y. 5s, 77½; Pittsburg 5s, 72; Fulton Coal, 5½; St. Nicholas Coal, 1; Ocean Oil, ¾; Mechanics Bank, 31; Corn Exchange Bank, 69; Commercial Bank, 57; Bank of North America, 245; Bank of Tennessee, 14¼. The latest quotations are: City 6s, 96@97; do., free of tax, 100¼@100¾; State 5s, reg., 100@100½; do., coupon, 95@96; do., 6s, W. L., 101½@101½; do., 1st series, 105@105; do., 2d series, 105½@106; do., 3d series, 106¾@107; Reading, 49@49½; do., 7s, 1893, 104½@105; do., 6s, 1880, 91½@92; Camden and Amboy, 129@129½; do., mort. 6s, 1889, 91@92; do., 1883, 87¼@87½; Penn. R. R., 54½@54¼; do., 1st mort., 100½@100¾; do., 2d mort., 95@96; Little Schuylkill R. R., 45½@46½; Morris Canal, 27@30; do., pref., 70@73; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 13¼@15; do., 6s, 57@58; Sch. Nav., 9@10½; do., pref., 19½@20; do., 6s, 1882, 68@69; Delaware Div. Canal, 45@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 41@45; do., 7s, 1873, 93@—; do., 5s, 59@65; Lehigh Coal and Navigation, 28¼@28¾; do., 6s, 1884, 81@81½; do., R. R., Loan, 83@84; do., Gold Loan, 87¾@88; North Pennsylvania, 35@35¾; do., 6s, 90½@91½; do., Chattle 10s, 108½@109; Philadelphia and Erie, 25@26; do., 6s, 85¼@87; Minehill, 57@57½; Catawissa, 9@11; do., pref., 81½@82; Lehigh Valley, 55½@55¾; do., 6s, new, 92@—; Fifth and Sixth streets, (horse), 34@36; Second and Third, 47@48½; West Phila-

delphia, 66@67; Spruce and Pine, 23@23; Green and Coates, 33@36; Chestnut and Walnut, 46@48; Thirteenth and Fifteenth, 17@17¼; Girard College, 25@26¼; Tenth and Eleventh, 75@—; Union, 41@43; Hestonville, 10¼@10¾.

Boston.—Eastern R. R. 6s, 1874, 96; Boston and Lowell 6s, 1879, 98; Central Pacific 7s, 1883, gold, 106¾; do., State Aid, 109; Cedar Rapids and Missouri 7s, 92½; Ogdensburg and Lake Champlain Equipment 8s, 1878, 101¾; Rutland and Burlington 1st mort., 161¾; Western R. R., 6s, 1875, 98½; Cincinnati, Sandusky and Cleveland R. R., 20; do., 7s, 1890, 73; Indianapolis and Cincinnati R. R., 19; Boston Water Power Co., 13½; Cary Imp. Co., 7¾; Waverly Land, 1½; Short Mt. Coal, 19¼; Rhode Island 6s, 1882@1894, 100; Maine 6s, 1889, 99¾; Augusta 6s, 1887, 94; do., 1870, 97½; Salem 6s, 1893, W. L., 100; St. Louis 6s, Harbor Imp., 82½; Chicago 7s, sewerage, 99; do., W. L., 98½; do., Municipal, 97¾; do., River Imp., 98½; Portland 6s, 1887, 90¾; do., 1877, 95¾; do., 1878, 97½; Cincinnati 7 3-10s, 1898, 102½; Bath 6s, 1891, 91; Pittsfield 5½s, 1883, 89¾; Boston 5s, 1883, gold, 107; Cook Co., Ills., 7s, 95; Boston Gas Light, 810; Blackstone National Bank, 109¾; Boston National Bank, new, 109½; Eagle National Bank, 113; Eliot National Bank, 109; Everett National Bank, 107½; First National Bank, 165; Globe National Bank, 120; Hide and Leather National Bank, 95¼; Howard National Bank, 110½; Merchants National Bank, 115¼; Maverick National Bank, 110¾; National Bank of Redemption, 117¼; National Bank of Commerce, 118¼; National Security Bank, 102¾; Revere National Bank, 133¼; State National Bank, 109¾; Suffolk National Bank, 120; Traders' National Bank, 102; Allouez Mining Co., 6; South Pewabic, 1.

Baltimore.—Virginia 6s, old, reg., 45; do., 1866, reg., 50½; Maryland Defense Loan, 97; Orange, Alexandria and Manassas bonds, 80; do., 2d mort., 74; do., 4th mort., 72¾; Western Maryland bonds pref., 59½; Baltimore Copper, 49; Gardner Hill, 0.40; Virginia Coal and Iron, 1.50; Mechanics' Bank, 11¼; Third National Bank, 102; Bank of Commerce, 26¼. The latest quotations are: Balt. and Ohio, 119@119¾; do., 6s, 1875, 94½@96¼; do., 1880, 95¼@96¼; do., 1885, 93½@94½; Northern Central, 47@48½; do., bonds, 1885, 86¼@86½; do., 1900, 83¾@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@96; do., 2d mort., 90@—; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 89¾@90; do., 2d mort., 72¾@73; Central Ohio, 31½@32; do., 1st mort., 84¼@—; Western Md. 6s, 1890, 75@—; do., guar., 91@94; do., 2d mort., guar., 90@91; Richmond and Danville bonds, 68½@69¼; Baltimore 6s, 1875, 93@93½; do., 1886, 93@95; do., 1890, 93¼@94½; do., 1893, 95@96; do., 5s, 1883-70, 75@78; City Passenger R.R., 18¼@18½; George's Creek Coal, 66@75; Santa Clara, 1.50@3.00; Atlantic Coal, 2.90@3.00.

The General Railroad Law of Arkansas was accepted by the people at the last general election by a vote of 25,200 to 4,134.

Fifty-two miles of the Elizabethtown and Paducah Railroad, from Elizabethtown to the Ohio county line have been put under contract.

TO CAPITALISTS AND INVESTORS

The First Mortgage 7 per cent. Bonds
OF THE
Rockford, Rock Island and St. Louis Railroad Co.,
PAY BOTH
PRINCIPAL AND INTEREST IN GOLD,
And are free of Government Tax.

This enterprise has long since past the point at which its completion could be considered doubtful. Nearly half the line is substantially ready for the rails, and contracts are in progress for large quantities of iron, and an adequate supply of rolling stock. The rails for the division connecting the Company's coal mines with the Chicago and Northwestern Line are all on the ground, and being rapidly laid; so that the Company will shortly be delivering their coal, for which they have contracts covering all they can mine this season.

THE CAPITAL STOCK,

FIXED AT

NINE MILLIONS,

is already largely subscribed for, and the remainder is going into the hands of individuals along the route, or being taken by the counties and towns through which the road passes.

THE ENTIRE CAPITAL

will, without doubt, be soon taken, and the subscription closed.

THE BONDS ARE A FIRST AND ONLY LIEN of \$21,000 per mile upon 400 miles of railroad, traversing

THE RICHEST AND MOST POPULOUS DISTRICT

of Illinois, upon the Company's franchises, and property of every description, including 20,000 ACRES OF VALUABLE COAL LANDS, partly owned in fee and partly leased for 50 years, and estimated to contain

ONE HUNDRED MILLION TONS OF COAL

Each bond is for \$1,000, or £200 sterling, and is convertible into stock of the Company at the option of the holder. The interest is payable on Feb. 1st and Aug. 1st.

The Trustee for the Bondholders is the Union Trust Company of New York. Arrangements have been perfected by which a considerable part of this Loan is likely to be placed in Europe, and only a small portion of the issue will remain to be disposed of at home.

Parties subscribing at once will secure the Gold premium on the coupon of Feb. 1st, which is equal to a reduction of one per cent. on the price of the Bonds.

We are authorized to offer what remains of these Bonds at 97½ and accrued interest in currency; at which price, considering the soundness of the enterprise and the ample security of the Loan, the Bonds must be regarded as the

CHEAPEST AND BEST INVESTMENT ON THE MARKET.

Other approved Securities received in exchange at market rates.

Pamphlets giving full information sent on application.

The Bonds may be had at the OFFICE OF THE COMPANY, 12 WALL STREET, and of NRY CLEWS & CO., Bankers, 32 Wall street, New York.

From Herapath's Railway Journal.

British Railway Statistics for 1867.

The British Board of Trade have just issued their Return for 1867. It shows that the total traffic receipts of the railways of the United Kingdom from all sources in the year 1867 were £39,479,999, while in 1866 they were £38,164,354, so that the traffic of 1867 exceeded that of 1866 by £1,315,645.

The £39,479,999 traffic of the United Kingdom in 1867 was thus made up—

England and Wales.....	£33,398,222
Scotland.....	4,209,158
Ireland.....	1,872,619

United Kingdom.....£39,479,999

The increase of £1,315,645 on the lines of the United Kingdom was thus:

	Increase.
England and Wales.....	£1,123,353
Scotland.....	82,027
Ireland.....	110,265

United Kingdom increase.....£1,315,645

MILEAGE.

	Miles.
England and Wales.....	10,037
Scotland.....	2,282
Ireland.....	1,928

United Kingdom.....14,247

The increase in the mileage:

	Mileage Inc.
England and Wales.....	336
Scotland.....	38
Ireland.....	19

Increased miles in United Kingdom.....393

Of the 14,247 miles of railway in the United Kingdom in 1867, 7,844 were double, and 6,403 single. The traffic in the United Kingdom of £39,479,999 is made up of passenger and goods traffic as follows:

Passenger traffic.....	£17,935,634
Goods.....	21,544,365

£39,479,999

INCREASE OVER 1866.

Passenger.....	£539,709
Goods.....	775,936

£1,315,645

The number of train miles run in the United Kingdom in 1867 were:

Passenger trains.....	74,886,409
Goods.....	73,656,418

Train miles.....148,542,827

The working expenditure in 1867 stood thus:

England and Wales.....	£16,764,520
Scotland.....	2,102,367
Ireland.....	982,065

£19,848,952

The increase in the working expenditure over 1866:

England and Wales.....	£869,994
Scotland.....	89,280
Ireland.....	78,005

£1,037,279

The per centage of working expenditure to receipts was:

England and Wales.....	50
Scotland.....	50
Ireland.....	52

The average of the United Kingdom is put down at 50 per cent., or 1 per cent. higher than the previous year.

Only £278,366 increased profit was obtained in the year in the United Kingdom, the increased receipts having been £1,315,645, and the increased expenditure £1,037,279.

It is to be observed that the Board of Trade returns in giving the gross revenue of our railways only furnishes the amount of the receipts from passenger and goods traffic. These receipts undoubtedly form the principal part of gross railway revenue, but the companies have some other sources of revenue besides traffic. Thus the London and North Western has additionally certain interest receipts, rents, dividends from investments in other undertakings, and transfer fees. Therefore the Board of Trade returns, however accurate, are not quite correct as to the revenue account, and its results to the Proprietors. Those returns show that last year (1867)—for which the Board of Trade returns are just made—the gross receipts of the railways of the United Kingdom from all sources of traffic were £39,479,999; the working expenditure £19,848,952; the net receipts or working profits £19,631,047; and the percentage of this £19,631,047 profit on the total paid up capital of all descriptions was 3.91 per cent. But the per centage of profits in 1867 on the total capital really amounted to something more than 3.91, arising from the circumstances we have named. They were probably full 4 per cent.

Since 1864 the profits of railways have decreased in per centage of the capital outlay (paid up), while the amount of the profits has increased.

Profits from working the lines.

1864.....	£18,015,256
1865.....	18,741,040
1866.....	19,352,681
1867.....	19,631,047

Per centage of profits upon total capital paid up (including loans, &c.)

1864.....	4.23
1865.....	4.11
1866.....	4.01
1867.....	3.91

This unsatisfactory result arises of course from increase in the capital. The profits have increased, but the capital has increased at a greater rate. The capital has increased thus:

Paid up capital ordinary preference, debentures, &c.

1864.....	£425,719,613
1865.....	455,478,143
1866.....	481,872,184
1867.....	502,262,887

Thus while the capital has increased in the four years by some £76,500,000, the working profits have only increased by about £1,600,000, or little more than 3 per cent. on the additional capital.

The result would have been less unsatisfactory if the working expenses had not increased in percentage. The percentage in the working expenses on the traffic receipts has gone up thus:

Pr. ct.

1864.....	47
1865.....	48
1866.....	49
1867.....	50

The amount of the working expenses in the four years was:

Working exps.

1864.....	£16,000,208
1865.....	17,149,073
1866.....	18,811,673
1867.....	19,848,952

Here is an immense advance in the working expenses. In the four years they increased nearly £3,850,000. And how did the traffic increase? To a greater extent than £3,850,000, otherwise there would have been less profit, whereas the profit did increase, as we have seen. The traffic receipts since 1864 were:

Traffic receipts.

1864.....	£34,015,564
1865.....	35,890,113
1866.....	38,164,354
1867.....	39,479,999

The traffic increase since 1864 was not quite

£5,500,000, but the working expenses were almost £3,850,000 additional. In round figures the profits of 1867 were only £1,650,000 more than those of 1864, while the traffic was as much as £5,500,000 more. This poor result is due to the working expenses having increased to the extent of being £3,850,000 more.

The new lines made since 1864 have evidently cost a great deal of capital, and have not brought in a corresponding amount of traffic, and that traffic has been worked at a high rate of expenditure. The miles of railway open in each year since 1864 were—

	Miles.
1864.....	12,788
1865.....	13,289
1866.....	13,854
1867.....	14,247

Notwithstanding that the addition to the length of line since 1864 has been principally in single lines, the average cost per mile has increased, which shows how lavishly capital has been expended:

Capital per mile of line opened.

1864.....	£33,288
1865.....	34,275
1866.....	34,782
1867.....	35,113

It will be seen from figures following that the capital has been mainly increased in the preferential department. The ordinary capital has been increased, and so has the loan, but the great increase has been in the preferential stocks. This has been a serious evil in the railway world, but one that will be cured in future by the raising of most additional capital by means of ordinary stocks.

Since 1849, which is as far back as the Board of Trade returns extend, the statistics of capital are:

	Ordinary.	Preferential.	Debtenture Block.	Debtenture Loans.	Total.	Per mile of line
1849.....	£158,660,119	£19,852,606	£.....	£51,335,154	£229,747,776	38,289
1850.....	150,022,877	34,740,800	.....	55,607,068	240,270,746	36,289
1851.....	155,060,024	34,493,155	.....	58,686,718	248,240,857	36,029
1852.....	161,400,257	38,700,755	.....	64,064,668	264,165,680	33,283
1853.....	164,724,178	48,527,380	.....	65,072,958	273,324,516	35,561
1854.....	166,030,806	49,377,962	.....	70,660,036	286,068,794	35,623
1855.....	169,005,442	52,818,026	.....	75,161,241	297,484,709	25,702
1856.....	173,446,109	56,789,558	.....	80,759,408	307,594,086	35,315
1857.....	178,624,394	58,126,627	.....	78,406,237	315,157,260	33,329
1858.....	181,837,781	61,854,547	.....	81,688,179	325,876,507	34,699
1859.....	184,560,019	63,555,179	.....	80,628,116	334,382,928	33,430
1860.....	190,791,067	67,873,840	.....	7,576,874	348,180,127	33,868
1861.....	193,691,991	73,784,336	.....	81,888,546	362,437,938	33,839
1862.....	197,077,589	87,792,380	.....	87,144,443	385,218,438	33,849
1863.....	204,597,257	97,496,291	.....	10,665,096	404,215,802	32,904
1864.....	214,947,054	104,647,626	.....	89,641,525	425,719,613	33,298
1865.....	219,598,166	124,265,475	.....	13,046,541	445,478,143	34,275
1866.....	228,245,629	134,455,098	.....	97,821,097	468,766,590	34,782
1867.....	238,023,854	143,203,357	.....	105,065,863	481,872,184	34,782
.....	.....	.....	.....	110,392,559	502,262,887	35,113

Comparing with 1849 we have certainly made some progress in reducing the capital cost per mile of the lines, but we have more single line now than in the earlier period of our railway history.

LENGTH OF LINE OPENED.

	Double. Miles.	Single. Miles.	Total. Miles.
1849	5,034	998	6,032
1850	5,466	1,055	6,521
1851	5,613	1,277	6,890
1852	5,878	1,458	7,336
1853	5,987	1,699	7,686
1854	6,103	1,950	8,053
1855	6,153	2,182	8,335
1856	6,266	2,444	8,710
1857	6,357	2,681	9,038
1858			9,542
1859			10,002
1860	6,690	3,743	10,433
1861	6,893	3,972	10,865
1862	7,009	4,542	11,551
1863	7,270	5,052	12,322
1864	7,402	5,387	12,789
1865	7,503	5,786	13,289
1866	7,711	6,143	13,854
1867	7,844	6,403	14,247

The statistics of the passenger traffic if not so good as of the goods traffic, are certainly encouraging:

	Number of passengers conveyed, exclusive of season ticket holders.	Gross receipts from passenger traffic.	Proportion per cent. to total receipts.
1849	68,841,539	£6,277,892	53.17
1850	72,854,422	6,827,761	51.70
1851	85,374,116	7,840,764	53.00
1852	89,102,765	7,763,992	49.42
1853	102,265,702	9,099,031	50.44
1854	111,180,165	10,244,954	50.68
1855	118,567,170	10,694,790	49.73
1856	129,315,196	11,376,337	49.11
1857	138,971,240	11,888,219	49.18
1858	139,141,135	11,697,906	48.83
1859	149,757,294	12,537,493	48.70
1860	163,435,678	13,085,756	47.13
1861	173,721,139	13,326,475	46.65
1862	180,429,071	13,911,985	47.76
1863	204,635,075	14,521,528	46.61
1864	229,272,165	15,684,040	46.11
1865	251,862,715	16,572,051	46.17
1866	274,293,668	17,395,925	45.58
1867	287,683,113	17,935,634	45.43

The passenger traffic used to be the principal part of the traffic of railways. The goods traffic is now the principal part. The goods traffic has increased at a greater rate—

	Gross receipts from goods traffic.	Proportion per cent. to total receipts.
1849	£5,528,606	46.83
1850	6,376,908	48.30
1851	7,056,695	47.00
1852	7,946,562	50.58
1853	8,936,848	49.56
1854	9,970,770	49.32
1855	10,812,809	50.27
1856	11,789,156	50.89
1857	12,286,392	50.82
1858	12,258,845	51.17
1859	13,206,009	51.30
1860	14,680,866	52.87
1861	15,238,880	53.35
1862	15,216,673	52.24
1863	16,684,869	53.39
1864	18,331,524	53.89
1865	19,818,062	53.83
1866	20,768,429	54.42
1867	21,544,365	54.57

Following are the figures of the total traffic receipts since 1849, with the average receipts per mile open, and the train mile receipts—

	Total receipts from all traffic sources.	Per mile of line open.	Per train mile.
1849	£11,806,498	£1,957	0 0
1850	13,204,669	1,994	0 0
1851	14,997,459	2,177	0 0
1852	15,710,554	2,141	5 2
1853	18,035,879	2,345	5 5
1854	20,215,724	2,510	5 6½
1855	21,507,599	2,580	5 9½
1856	23,165,493	2,660	5 11¼
1857	24,174,611	2,559	5 9½
1858	23,956,751	2,510	5 6
1859	25,743,502	2,574	5 6
1860	27,766,522	2,661	5 5
1861	28,565,355	2,529	5 5
1862	29,128,558	2,522	5 4½
1863	31,156,397	2,523	5 4
1864	34,015,564	2,667	5 3
1865	35,890,113	2,700	5 1¾
1866	38,164,354	2,755	5 4
1867	39,479,999	2,770	5 3¾

We see from the above how the railway traffic of the United Kingdom has increased from 1849 to 1867—19 years. It has increased from under £12,000,000 in a year to nearly £40,000,000, and this year, 1868, it may be quite or more than £40,000,000.

The receipts per mile of line opened have very steadily improved from £1,957 in 1849 to £2,770 in 1867; and the receipts per train mile have kept up pretty well—still we should like to see these higher.

It is the capital cost and the working charges which present the most unsatisfactory features. The capital spent we can't get back again, but we might in future reduce the working expenses, and we are glad to say that to their reduction our railway managers are directing keen eyes. If the working expenses can be reduced we shall soon see higher dividends. The Board of Trade return in this respect does not extend further back than 1860. We also append the percentage of working expenses, the net receipts or working profits, and the percentage of working profits on the total capital:

	Total expenditure.	Proportion per cent. to total receipts.	Proportion p.c. to total paid up share and loan capital.
1860	£13,187,368	47	£14,579,154 4.11
1861	13,843,337	48	14,722,018 4.06
1862	14,268,409	49	14,760,149 3.85
1863	15,027,234	48	16,129,163 3.99
1864	16,000,308	47	18,015,256 4.23
1865	17,149,073	48	18,741,040 4.11
1866	18,811,673	49	19,352,681 4.01
1867	19,848,952	50	19,631,047 3.91

Albany and Susquehanna Railroad.

The work upon the Albany and Susquehanna Railroad, between this city and the tunnel, is making rapid progress. The track is laid and in running order to Osborn Hollow, a distance of about twelve miles, and for evenness of grade and smoothness of track, will compare favorably with older roads, that by long and constant use, have become well ballasted. The contractors, Messrs. Weed & Co., of this city, have done their work very thoroughly.

From Osborn Hollow to the point on the other end of the line where the grading has been completed and track laid, a distance of about three miles, there are upwards of one hundred men and a large number of teams constantly engaged in cutting and filling in, preparatory to the final connection of the track, which is being laid from both directions. To complete this grading will require from eight to ten days—if the present warm weather should continue, we believe ten days sufficient to accomplish the entire work of grading and laying the track.

At Osborn Hollow the workmen have just completed a magnificent piece of trestle work, five hundred and fifty feet in length, and averaging about thirty feet in height. The bents that support the timbers upon which the track is laid, are

sixty-eight in number, or one at every eight feet the entire distance. For strength and durability this trestle is unexcelled. There are several lesser constructions of this kind between this city and Osborn Hollow, some of them many feet higher.

As the train approaches Port Crane from the direction of the tunnel and the view of the Chango Valley opens to the gaze of the traveler, he is struck with admiration at its extent and beauty, but when he arrives opposite Van Name's Port, where, at an elevation of perhaps five hundred feet, the whole valley for miles is spread in a beautiful panorama before him, then admiration is turned to enthusiastic adoration. We venture the assertion that such another view cannot be found in the State where the beautiful, and that which appeals are so closely blended.—*Binghamton Republican*.

Railroad Chairs.

In another column will be found an advertisement of the Van Anden Railroad Chair, the most recent invention of the kind, and calculated to realize all that the patentee claims for it. Being made of wrought iron, and the lip "upset" from the solid metal, it has greater strength, while the grain or fibre of the iron holding across the line of rails obviates a tendency to split, which is found in all chairs that are rolled. The lip as shown in the cut is continuous, and the spike holes through lip and base are so punched that one half the spike is recessed or bedded in the solid metal. These chairs can be made of any weight from eight to twelve pounds each, the peculiarity of their manufacture allowing a lighter chair to be produced than the rolled ones with all the necessary strength, and which of course reduces the expense. The patentee, Mr. Wm. VAN ANDEN, has given much attention to the matter, and this patent is the result of long experience in the requirements of railroad construction.

North Carolina Railroad Loan Bill.

The bill re-enacting and confirming the appropriations made last August to the Williamston and Tarboro' and the Western North Carolina Railroad Company passed its final reading in the House on the 17th ult., and is now a law. The fourth section directs the public treasurer to subscribe to the capital stock of the Chatham Railroad Company \$1,000,000 when the contract for the grading of that road between Raleigh and Cheraw, S. C., shall have been let. This subscription is to be made in bonds running thirty years, bearing six per cent., and is to be preferred stock, paying a dividend of six per cent. before any dividend is declared on any other stock. The bonds issued in August in behalf of these companies are to be surrendered to the treasurer, who shall deliver a like amount in bonds under this act in exchange for them. A special annual tax is levied to pay the interest on all these appropriations according to the constitutional requirement.

The survey of the Mount Vernon Railroad in New Hampshire has been completed. The distance from the Wilton road at Amherst station to King's Mills, in New Boston, is eleven and two-fifths miles; and thence to Peterborough, through Franconia and Greenfield, is thirteen and sixty-six hundredths miles.

The Southern Minnesota Railroad has been completed to Lansboro, 60 miles west of La Crosse.

Texas Central Railroad.

Mr. W. H. Morgan, of Towanda, Bradford county, Pa., one of the most efficient and accomplished engineers of the North, has effected a conditional contract, but awaiting contingencies in New York city, for the construction of the western branch of the Central Railroad from Brenham to Austin. Half paid down upon estimates as constructed, and one half the net earnings of the sections as completed, affords one of the most lucrative contracts in the United States. An outlay of some \$200,000 by contractors would realize a return in two years, allowing eighteen months for completion, of a net profit of that amount on the whole work. The majority of the Central board are now in New York, and our friend, Paul Bremot, one of the most efficient of the board, left yesterday for the North, and perhaps Europe, to aid in the perfection of arrangements to extend the main trunk rapidly to Red river. The company can, since capital is reassured by the quiet which prevails, obtain what capital they want, and we are assured that it is the intention of this enterprising company to push their work vigorously to Red river at once.—*Houston Times.*

Atlantic and Gulf Railroad.

The Augusta *Sentinel* says that the Central (Georgia) Railroad Company has purchased from the City of Savannah all the stock of the latter, amounting to nearly one million and a half of dollars in the Atlantic and Gulf Railroad. This purchase is said to have been made with the view to getting control of the latter road, so as to defeat the contemplated connection of the Macon and Brunswick with the Gulf Road at Doctor Town, by which the Brunswick Road would become a successful competition of the Central Road for the trade and traffic from Macon to Savannah.

Southern Maryland Railroad.

Colonel Hutchins reports that the surveying party on the route of the Southern Maryland Railroad (Point Lookout) have concluded their labors, and have run the line into this city. It is proposed to cross the Eastern Branch at the site of the old burnt bridge, crossing the stream, and entering the city. The road will then run along Virginia avenue to its intersection of Maryland avenue, where it is proposed to place the depot. The party express the opinion that the road can be built at as small a figure as any road of the same length in the country, there being but few heavy cuts or fills; and it is the intention of the company, if possible, to commence the construction of the road early in the spring.—*Washington Intelligencer.*

The following gentlemen have been elected directors of the Mississippi, Ouachita and Red River Railroad Company: Hon. J. T. Elliott, President, D. W. Fellows, B. W. Martin, D. S. Wells, L. B. Fort, T. P. Dockery, J. T. Elliot, B. Collins, E. Mosely, R. B. Smith, G. H. Stinson, S. C. Buchanan, and E. Feibleman. The office of the company is at Camden, Ark.

The preliminary surveys for a railroad from Alexandria to Georgetown, via the aqueduct, have been completed by Messrs. Phillip Quigley and Wm. W. Duncan, lessees of the Alexandria canal. They contemplate that the grading will be commenced in two weeks' time, after which the work will be energetically pushed toward completion.

The New Orleans and Ohio Railroad running from Union City to Paducah, is to be sold at Marshal's sale next February.

The January interest on the bonds of the State of Tennessee will be paid at the Fourth National Bank, New York.

Work on the Winona and St. Peter Railroad, west of Wasaca, Minnesota, is making progress. Two hundred men are at work, and the grading is about half done between Wasaca and Janesville, a distance of thirteen miles.

The extension of the Alexandria, Loudoun and Hampshire Railroad to Mercier's Station has been completed, the rails having been laid to that point.

Spencer Co., Ky., has subscribed \$300,000, and Mercer Co., \$400,000, to the capital stock of the projected Louisville, Harrodsburg and Virginia Railroad.

Richard Norris & Son, LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

**RICHARD NORRIS & SON,
17th st. and Spring Garden st.
PHILADELPHIA, Dec. 12, 1868.**

To all connected with Railroads.

Superintendents, Conductors, Engineers, &c.
DO YOU WANT A TIME-KEEPER?

If so, ask your Watchmaker for a Borel & Courvoisier *Nickel Watch*. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCE & KRUGER, 8 & 10 JOHN ST., N.Y.
(up stairs,) only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS, For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8 1/2 inches. Can be delivered in ten days.

**WILLIAMS, PAGE & CO.,
91 Water st., Boston.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 15, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was Resolved, That a dividend of FIVE PER CENT., in cash, free of Government tax, be paid, on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 6th day of February following.

THOMAS E. WALKER, Treasurer.

HAMILTON SQUARE RUBBER WORKS.

**C. V. MEAD & Co.,
Manufacturers of Superior Quality**

INDIA RUBBER CAR SPRINGS, BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD.

B. S. MANNING,

B. L. HUTCHINSON,

G. W. NOBTON,

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR
**First Mortgage Bonds
AT PAR.**

NINE HUNDRED AND SIXTY MILES

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be FIRST CLASS in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are en route. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Govt. of 12,500 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,158,000 of this subsidy, of which \$1,280,000 was paid Dec. 6th, and \$640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds, and no more. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION DOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been \$2,386,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is PAR, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,

No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Dec. 15, 1868.

DEAKIN & JOHNSON'S PATENT PUNCHED STEEL, For STEAM & HORSE CARS & LOCOMOTIVES.



HOLLOW SHAFTING; LOCOMOTIVE, MARINE, & OTHER TUBES,
HYDRAULIC CYLINDERS, SPINDLES, AXLE BOXES,
GUN BARRELS, GUN JACKETS AND ORDNANCE,

And for all purposes requiring great STRENGTH and SOLIDITY
The PUNCHED STEEL is confidently recommended as the best article in the market, saving from 20 to 50 per cent. in weight,
and giving considerably greater strength than solid steel.

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Iron and Steel Merchants and Importers,

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To Railroad Companies.

*We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both AMERICAN and FOREIGN

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for IMMEDIATE or REMOTE delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

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of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both IRON AND STEEL RAILS will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of STEEL OR IRON RAILS, taking their

OLD RAILS IN TRADE FOR NEW
furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

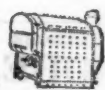
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Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,

Run without noise.

Drainage and Wrecking Pumps,

Pass Sand and Gravel without injury,

Capacity 100 to 40,000 Gallons per minute.

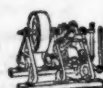
OSCILLATING ENGINES,

Run at great speed.



All light, compact, and durable.

Manufactured by



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Notice to Contractors.

GENERAL OFFICE OF THE RONDOUT AND OSWEGO RAILROAD COMPANY, Rondout, N. Y., November 13th, 1868.

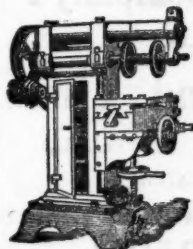
Proposals will be received at this office until January 2d, 1869, for the Grading and Masonry of the Mountain and Delaware Divisions of this Road. The Mountain Division consists of 23 sections containing 23 miles, commencing at Phenicia, in Ulster County, and extending to Margaretville, in Delaware County. The Delaware Division consists of 29 sections, containing 29 85-100 miles, commencing at Margaretville, in Delaware County, and extending to Harpersfield Centre, in Delaware County. Map, plans, and specifications will be furnished on and after December 1st 1868, at the Chief Engineer's Office in Rondout. All other information furnished at this office.

6148

THOMAS CORNELL, President.

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G. H. NOTT, Pres't.

A. H. BRAINARD, Supt.

To All Whom it may Concern.

Notice is hereby given that the Mead Rubber Company of the City of New York, a corporation duly organized, under and in pursuance of an act of the Legislature of the State of New York entitled: "An Act to authorize the formation of corporations for Manufacturing, Mining, Mechanical, or Chemical purposes," passed February 17th 1848, and the several acts amendatory thereto, will apply to the Legislature of said State, at the next session thereof, for a special act of said Legislature, altering or amending the charter of said corporation, by changing the name of said Company from the "Mead Rubber Company," to the "Star Rubber Company."

Dated New York, November 4th, 1868.

For the Company,

JOSIAH J. BURGESS, President.
W. W. WARD, Secretary.

6148

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STREET CARS FOR SALE.

82 NOT NEW TWO HORSE CARS.
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For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

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The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

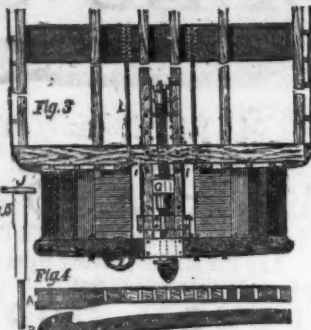
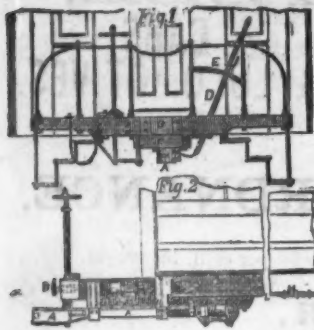
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All the F and E Rails are guaranteed as to
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Timber, promptly furnished.

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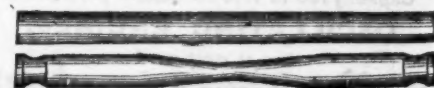
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SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

With continuous lips, made to fit exactly the flanges of the rails.

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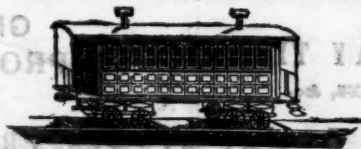
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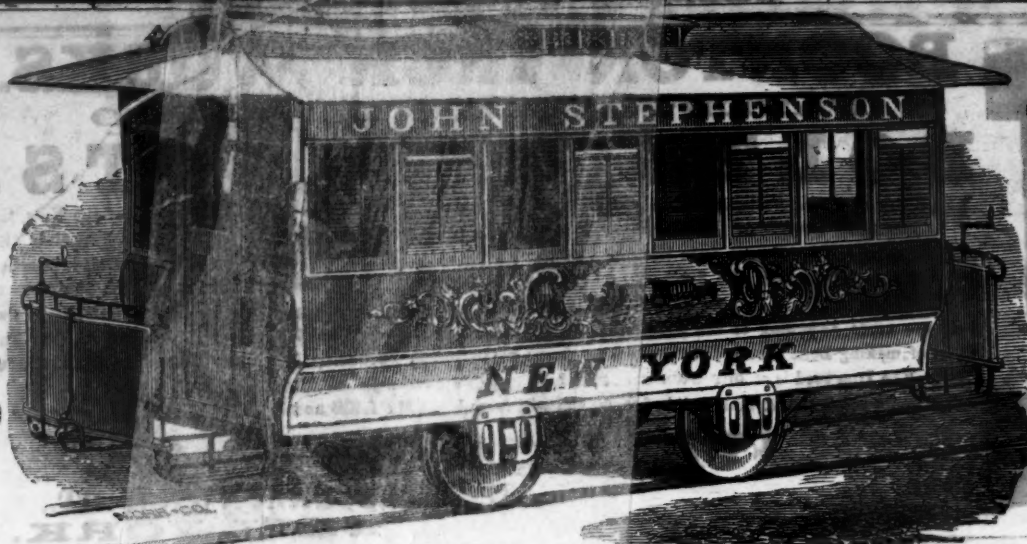
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I certify that the First Grand Medal for American
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